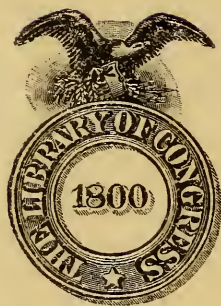


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Baltimore Street

Fayette Street

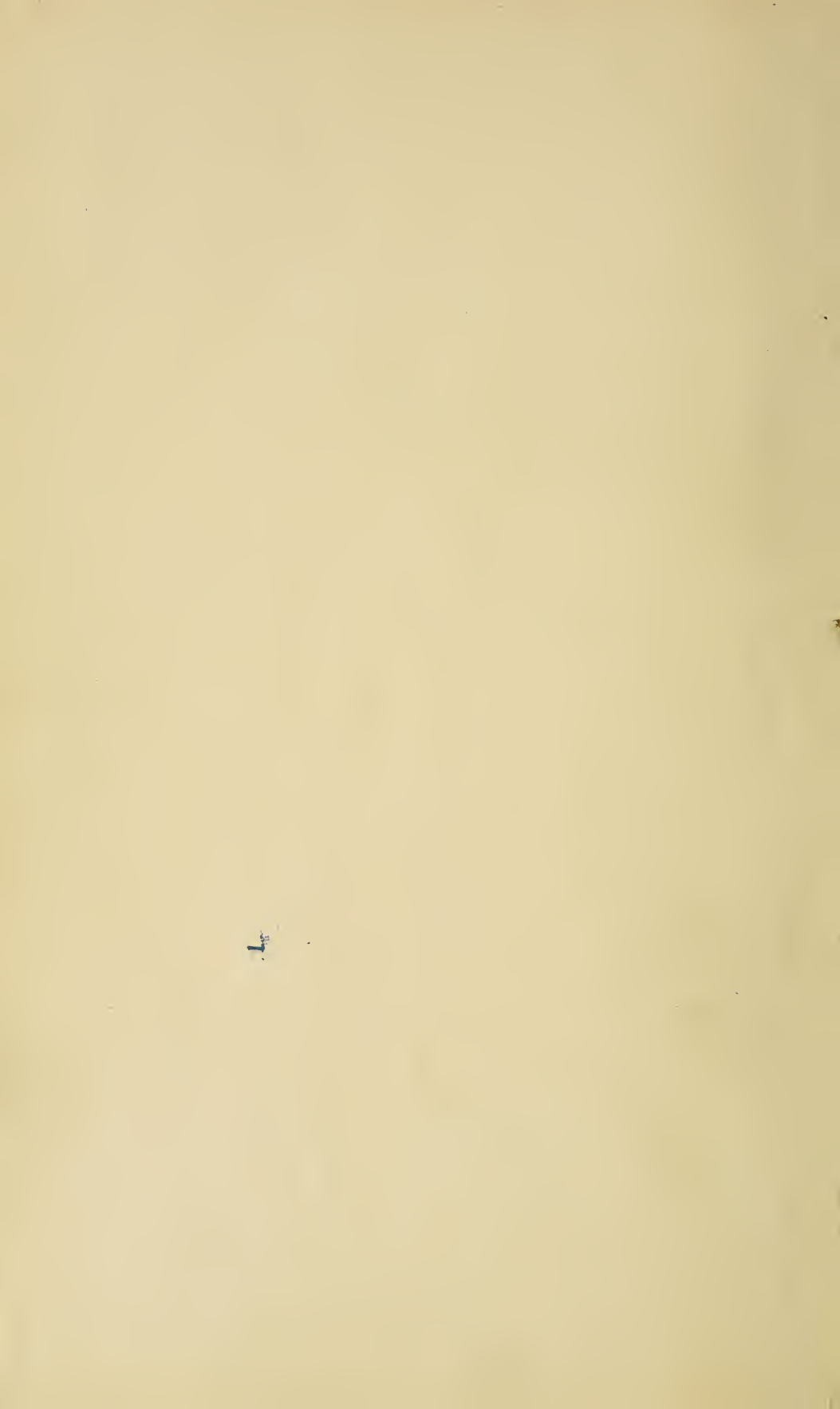
Lexington Street

Jones Falls Highway

PROPOSED CIVIC CENTRE OF BALTIMORE AND JONES FALLS HIGHWAY

This plan has been adopted, with modifications concerning Jones Falls. Jones Falls is now an open stream. It is being covered and will be converted into a street of a minimum width of 75 feet. The route of Jones Falls is shown by the line of trees on the right of the picture

Jones Falls Highway



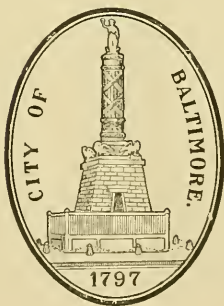
Baltimore

THE BALTIMORE BOOK

*A Resume of the Commercial, Industrial and Financial Resources,
Municipal Activities and General Development
of the City of Baltimore*

376
919

Published by
THE MUNICIPALITY



Issued at the Instance of
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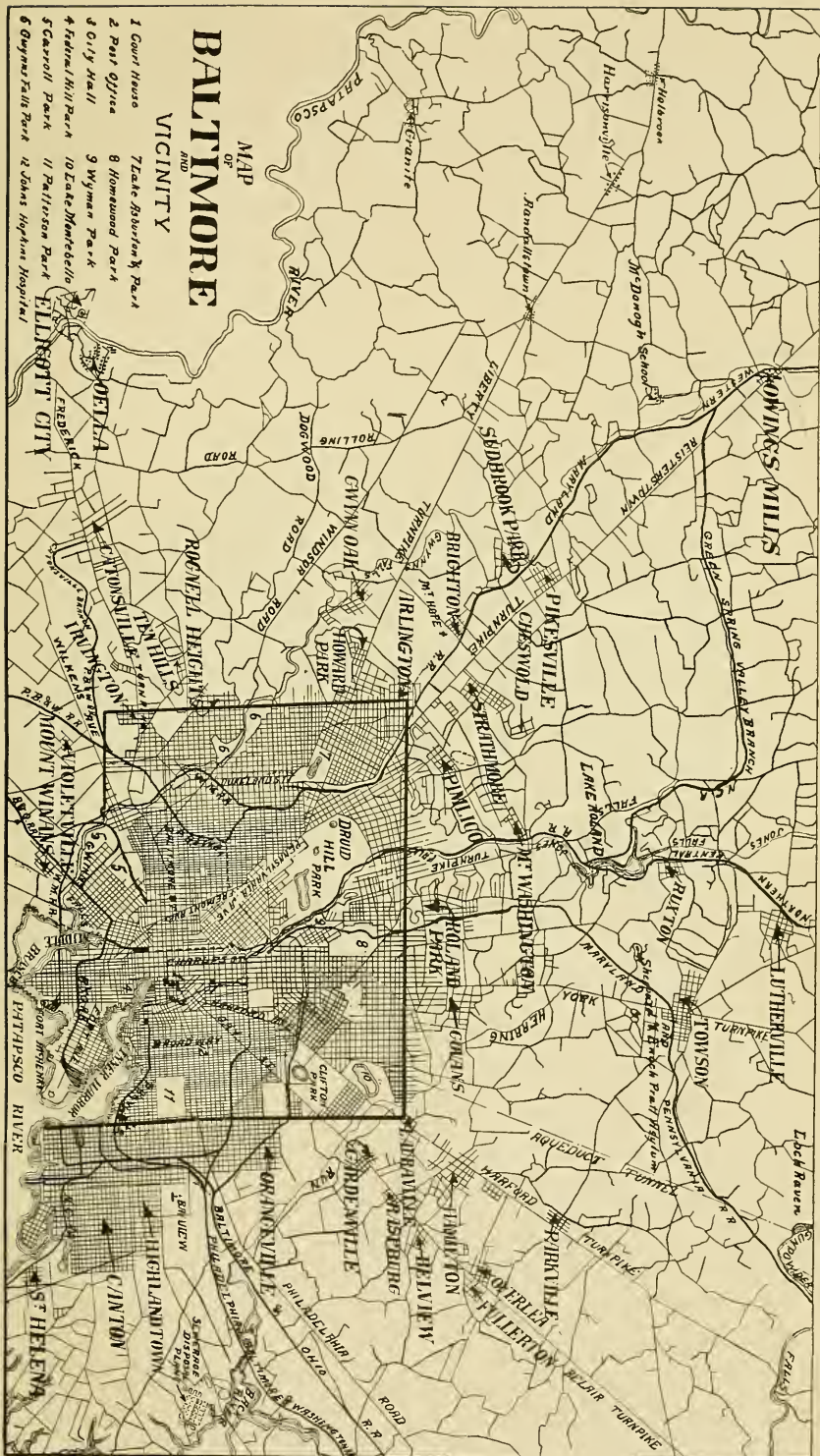
BALTIMORE IN 1752



BALTIMORE

MAP
OF
VICINITY

- 1 Court House
- 2 Post Office
- 3 City Hall
- 4 Federal Hill Park
- 5 Carroll Park
- 6 Guyana Falls Park
- 7 Lake Roland Park
- 8 Homewood Park
- 9 Wyman Park
- 10 Lake Montebello
- 11 Patterson Park
- 12 Johns Hopkins Hospital





Boat Lake, Druid Hill Park

EXPLANATORY



HIS book is written in response to the demand for accurate information concerning Baltimore, its resources, its general development, and its municipal activities.

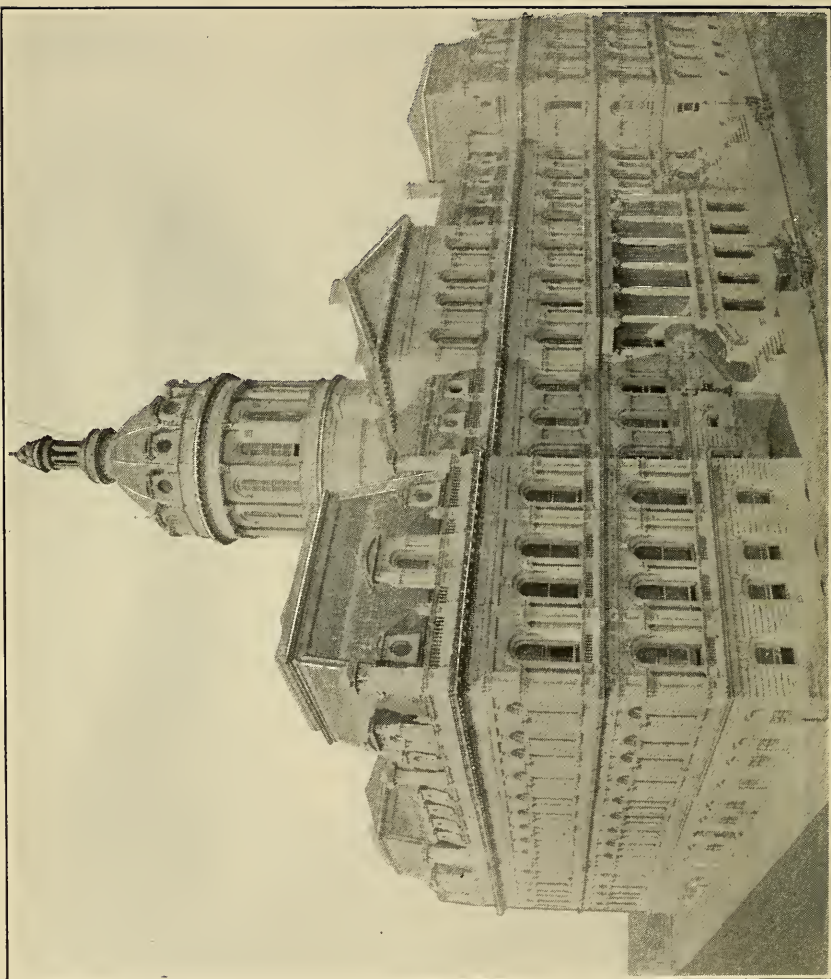
The Baltimore Book is published by the Municipality. It has no private purpose to serve. It deals primarily with the Baltimore of TODAY.

Baltimore reveres her traditions, is proud of her history, glories in her honored past, but Baltimore, rich in all these priceless blessings, has been very practical and has given much thought, much aggressive energy, to the solution of the material problems that confront her as an important member of the Great Family of American Municipalities.

What Baltimore is and what Baltimore is doing are herein presented as eloquent and convincing facts. The case is rested without argument.

The development of Baltimore along industrial, commercial, governmental, financial and all civic lines, during recent years, has been extraordinary. Imagination plays no part in that statement.

Baltimore, as far as the memory of man runneth, has always been big. It started with all the natural prerequisites of a great city. But Baltimore is not only big. It is bigger than ever; not only bigger, but better. This is not a vain boast. A few cities are bigger than Baltimore; find a better one. Baltimore has been bountifully endowed by nature, and nature is being assisted by those most skilled in civic development. The following pages will tell how. That is the STORY.



CITY HALL



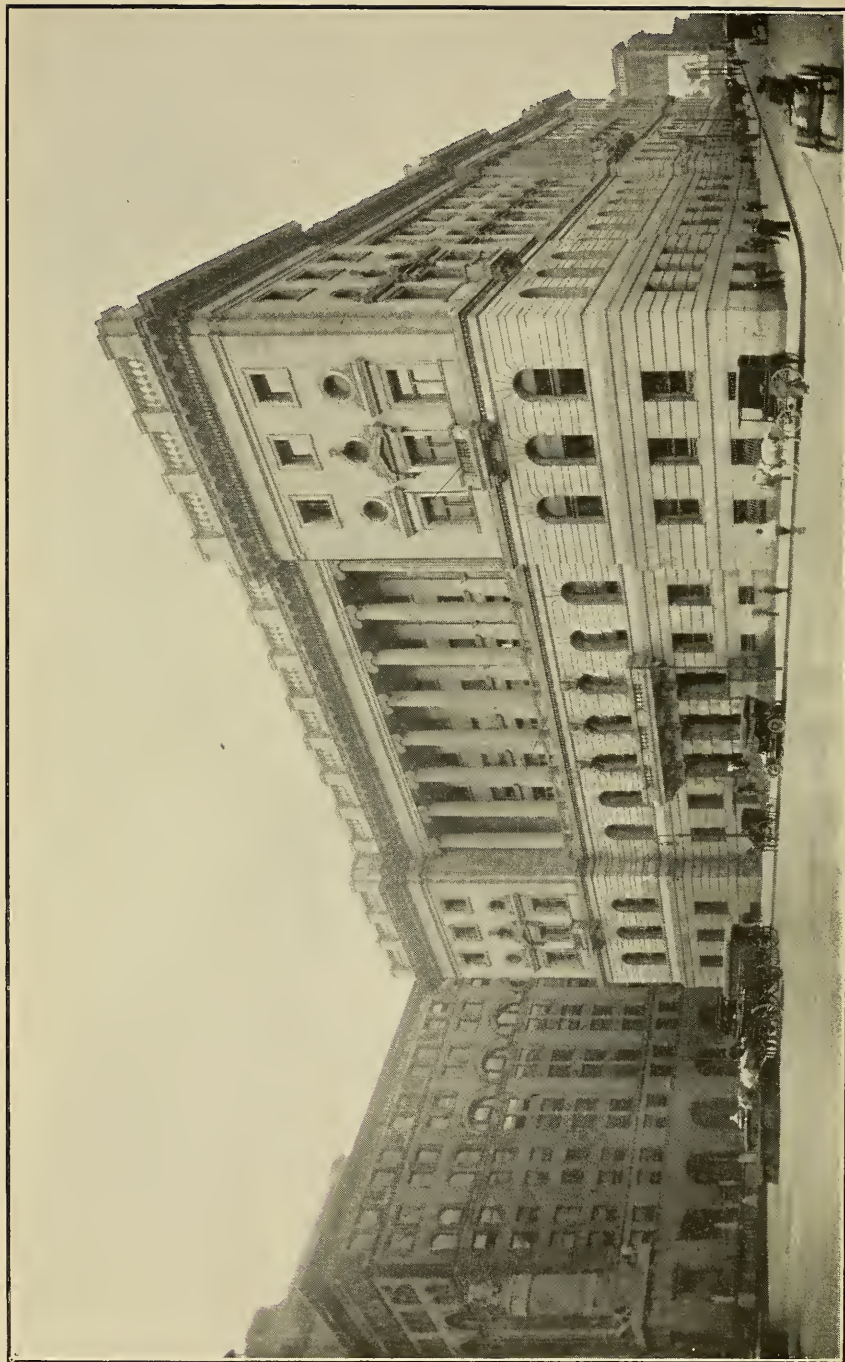
CITY GOVERNMENT OF BALTIMORE WHAT IT IS DOING

*A resume of great projects underway; The \$20,000,000.00
Sewerage System; Repaving the City; Civic Centre; Colossal
Municipal Docks; Factory Site Commission; Splendid
Parks; Sanitary Regulations; Health, Fire
and Police Departments; Public
Schools; Free Baths, etc.*

THE Municipal Government of Baltimore is alert, creative and constructive. It is not sufficient to say that the administration is in sympathy with the great forward movement in this City. It is an inspiring part of the movement. Loyal supported and encouraged by citizens in all walks of life, it is engaged in a systematic scheme of modernization and beautification, and is pursuing a masterful constructive policy. It is a policy that does not balk at obstacles. An obstacle is something to be overcome; that's all.

Since 1904, when the heart of Baltimore was burned out, when smoldering ashes and hideous debris stretched over 140 acres, Baltimore has been building, and building big. The great disaster was turned into opportunity. The loss, approximately \$125,000,000, was a staggering blow. No effort is made to minimize this fact, but it was a blow that awoke the fighting spirit. It was not a knockout.

At this crisis, what did the City Government do?



BALTIMORE'S \$3,000,000 COURT HOUSE

Its mural decorations are among the finest works of art in American public buildings



THE BALTIMORE BOOK



It refused all outside aid; declined it courteously and with grateful thanks, for stricken Baltimore was very grateful. It wasn't false pride that impelled Robert M. McLane, then Mayor, to take this stand. He voiced the sentiment of the community when he notified the world that Baltimore would take care of its own, and would rebuild through its own effort. Before he could get this on the wires \$60,000 had actually been received, and "draw on us" telegrams brought the amount up to \$200,000. Every cent went back, but the generous sentiment which prompted the givers will always be treasured. The whole world seemed eager to hasten to the aid of Baltimore. Hundreds of messages were received.

The City had just sold its interest in the Western Maryland Railroad for \$8,751,000. Upward of \$4,500,000 of this fund was immediately used for public improvements and the rehabilitation of the burned area.

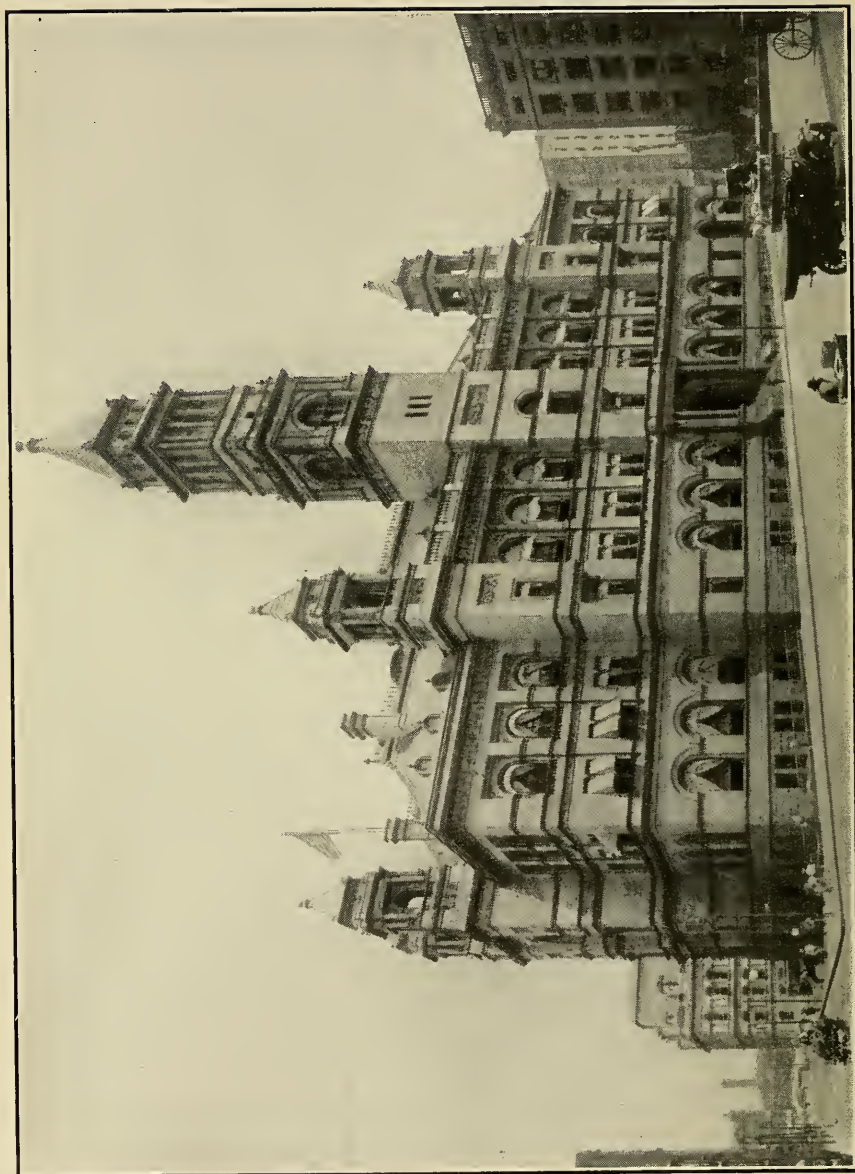
A Burnt District Commission was created. It widened streets; it reduced grades. Baltimoreans built; they built wisely and built well. Old picturesque Baltimore had been partly wiped out by the fire, but before the flames were extinguished at one end of the district a new Baltimore was springing up at the other. Those who saw the City in the throes of devastation wonder at the metamorphosis presented today. It is simply marvelous. Following the work of the Burnt District Commission other millions were spent according to a definite plan of City development. So much for the immediate past.

What is the City Government doing today?

It is building the finest sanitary Sewerage system in the world, and has \$20,000,000 for this purpose.

It has spent \$6,161,000 on its magnificent Municipal docks, and has available \$5,000,000 more for the enlargement of the system, which includes a recreation pier.

It is grappling the paving problem, and a Commission is now



POST OFFICE
Calvert Street. (Monument Square) Side



THE BALTIMORE BOOK



engaged in a general paving plan for the entire City. The Commission has a working capital of \$5,000,000.

Aside from the above, \$2,000,000 has been recently spent in street development in the "ANNEX" (northern and western extremities), and it is proposed to add to this amount \$2,500,000 more. Twenty-seven miles of streets have lately been paved in this section.

Forty miles of Baltimore streets will be paved in 1912.

There is a special fund of \$1,500,000 for additional public school buildings.

Also a pending loan of \$1,000,000 for the construction and improvement of Police Department buildings.

For the enlargement of Baltimore's water supply, \$5,000,000 is available.

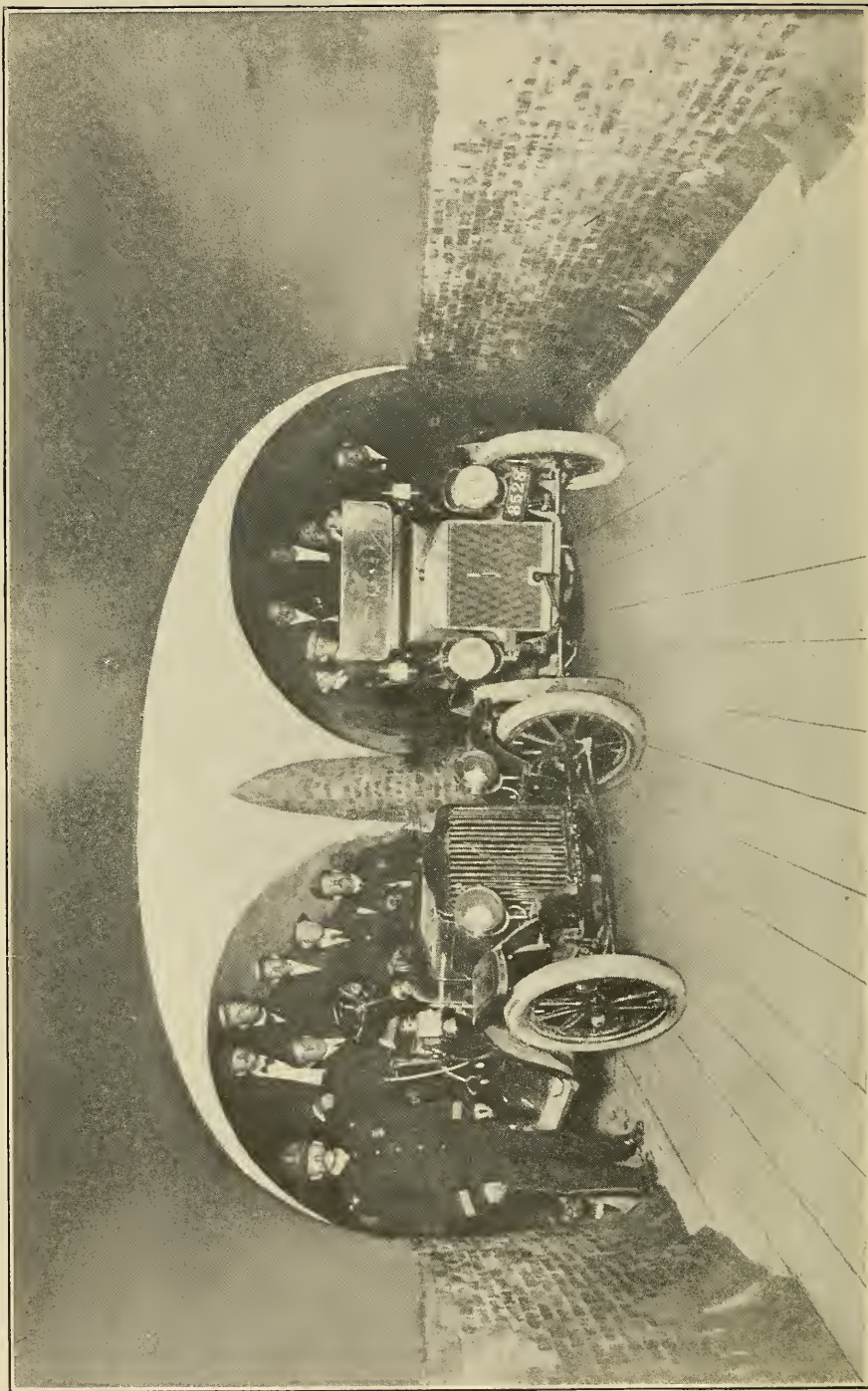
A high pressure water pipe line has been laid through the business section at a cost of \$1,000,000. This is a very important addition to Baltimore's fire-fighting equipment, and materially reduces the cost of fire insurance.

Three hundred and forty thousand dollars has recently been expended for additional apparatus and buildings for the Fire Department, exclusive of the sum appropriated annually for its maintenance.

By means of an electric conduit system, overhead telephone, telegraph and electric wires have been placed under ground; \$1,000,000 has been spent for this purpose and \$1,000,000 more is available for a continuation of the work.

There are hundreds of other things which the City Government is doing. In matters of municipal routine it is kept right to the notch. Departments are "keyed up" as are those of great private enterprises, and the whole organization is working in systematic harmony. Baltimore is not only enjoying a business administration, but a progressive business administration.

The following pages will describe concisely some of the projects in which it is engaged.



AN AUTOMOBILE TRIP THROUGH BALTIMORE'S SANITARY SEWERS

This picture conveys an idea of the magnitude of the great drains Baltimore is now building. The system will be the finest in the world

A GREAT SEWERAGE SYSTEM

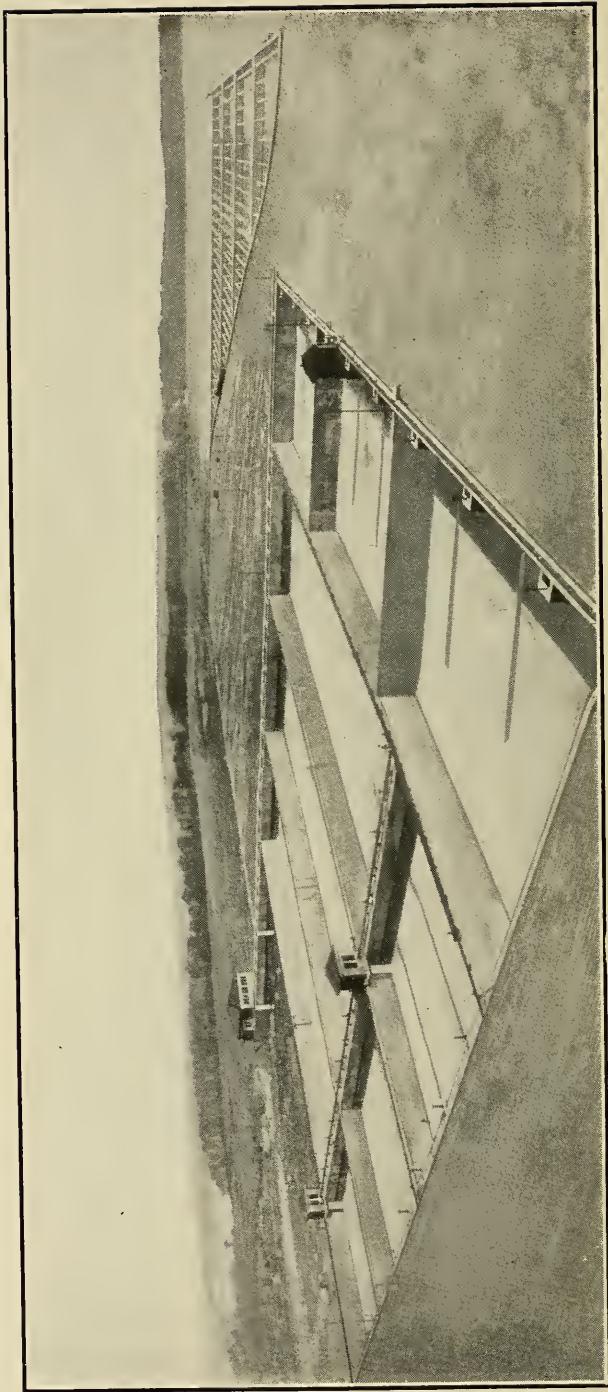
Baltimore is spending \$20,000,000 on its Sewerage system. The work was begun in 1905 and will be completed by 1914. One section is already in operation, and when it is entirely finished the City will have the most modern plant in the world. The system represents the most advanced ideas in the solution of this great Municipal problem.

It is impossible to realize the magnitude of the work or the diversified engineering problems that are being solved every day unless one takes the time to visit in person some of the construction work being carried on in various parts of the city. The work is most interesting because of its complications.

On account of the requirement of the Legislative Act, that all sewage must be purified before being discharged, it became necessary to keep the storm-water separate from the sanitary sewage, allowing the former to discharge through its own system of drains into the nearest natural outlet. The sanitary sewage will be carried to the disposal plant and purified. The sewage, by bacterial treatment, becomes 95 per cent. pure.

Two-thirds of the sanitary sewage of the City will flow by gravity to the disposal plant on Back River, about six miles distant. The other third will be pumped through huge iron force-mains to the outfall sewer, a height of 72 feet, from which point it also will flow by gravity to the disposal plant. The pumping station building is now completed and equipped with three engines, having a pumping capacity of 27,500,000 gallons a day. The station has been designed ultimately to house five of these enormous pumps, the additional two to be installed later.

The difficulties of the work are doubled because of the necessity of constructing two systems of sewers and drains, which cross and recross each other in a thousand places. In some cases two large sewers of the different systems come together



SEWERAGE SYSTEM DISPOSAL PLANT, BACK RIVER

Disposal of sewage is a great municipal problem. At this plant, by bacterial treatment, the sewage becomes more than 95 per cent pure. The great tanks shown cover many acres.



THE BALTIMORE BOOK

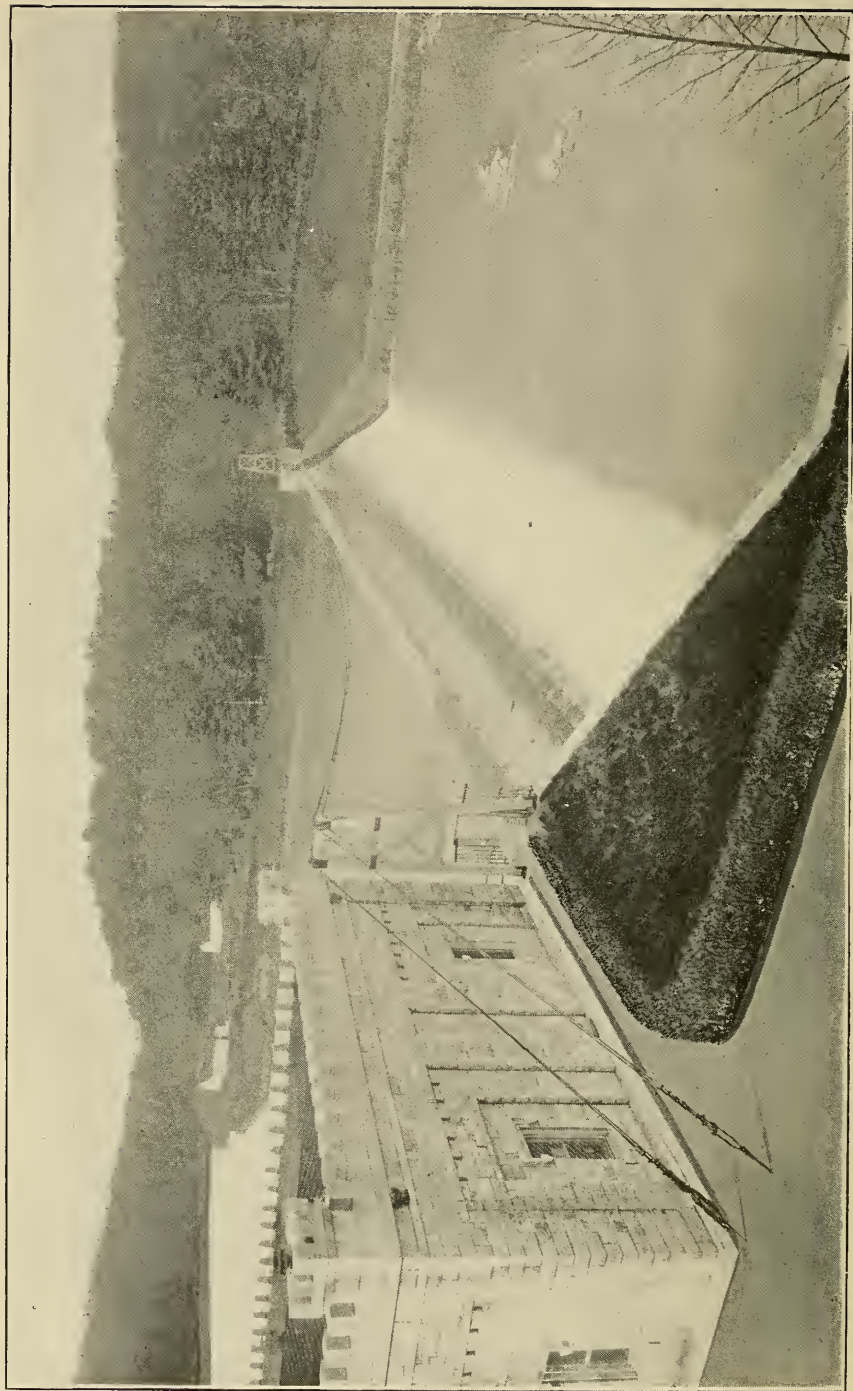


on the same level. This necessitates the siphoning of one beneath the other, and in one instance this has necessitated the construction of one of the largest siphons in the world.

The purified sewage, discharged from the disposal plant, in flowing to its outlet operates turbines. These run dynamos, which produce current for lighting the plant at practically no cost.



BALTIMORE'S WATER SUPPLY
Mt. Royal Pumping Station



BALTIMORE'S WATER SUPPLY
The Big Dam at Loch Raven, Gunpowder River



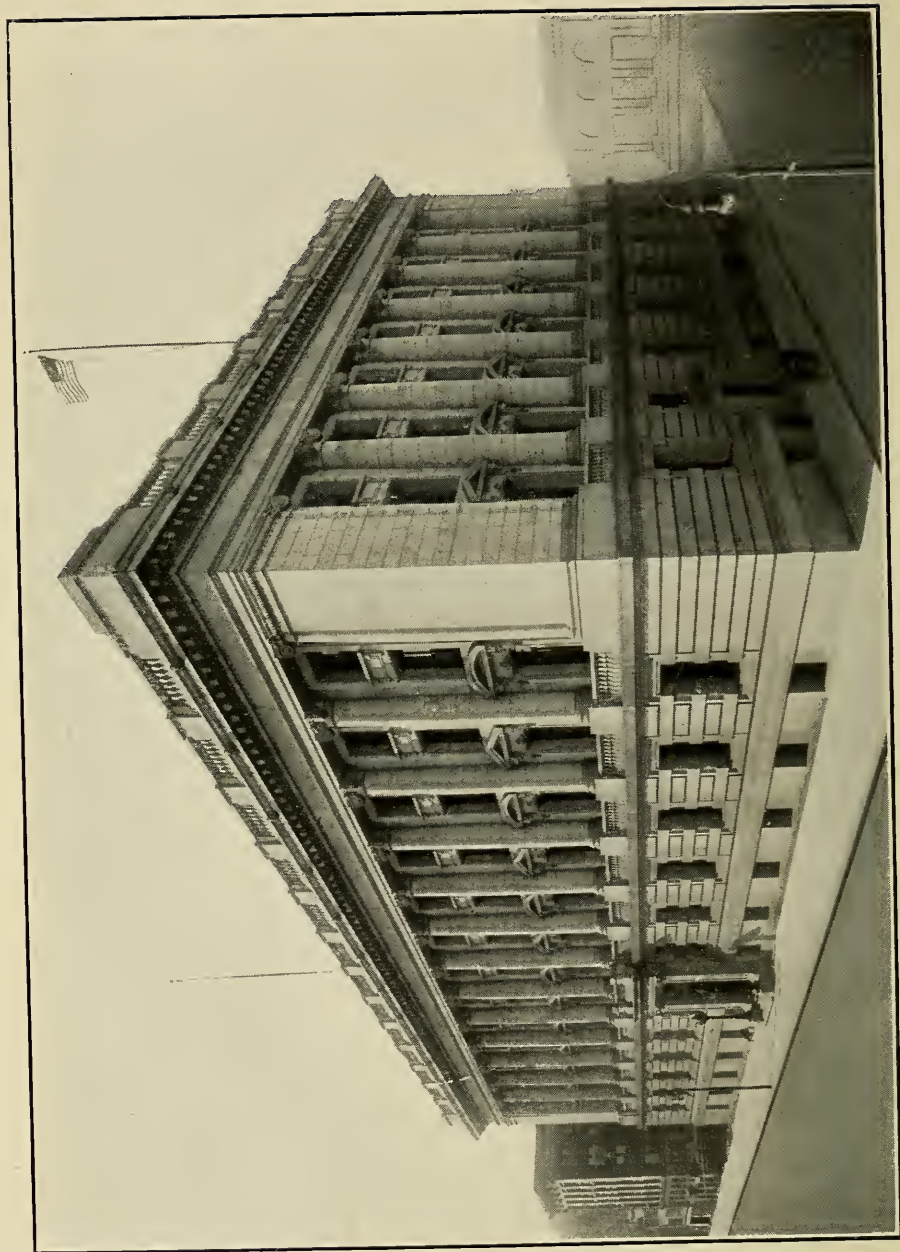
BALTIMORE'S WATER SUPPLY

The City has about \$15,000,000 invested in its water-works system, and an additional \$5,000,000 was recently voted for a gigantic impounding and storage reservoir and filtration works. These will be immediately constructed to meet the demands of the rapidly growing City.

The supply comes from two sources, the Gunpowder River, which has a daily flow of 170,000,000 gallons, and Jones Falls, with 35,000,000 gallons. There are two impounding reservoirs, one at Loch Raven, on the Gunpowder, the other at Lake Roland on Jones Falls, with a capacity of 510,000,000 and 400,000,000 gallons, respectively. The system has seven storage reservoirs with a total capacity of 1,488,875,000 gallons. There are also two stand pipes with a capacity each of 300,000 gallons. The Water Department's income is derived from water rents.



BALTIMORE'S WATER SUPPLY
Loch Raven Reservoir



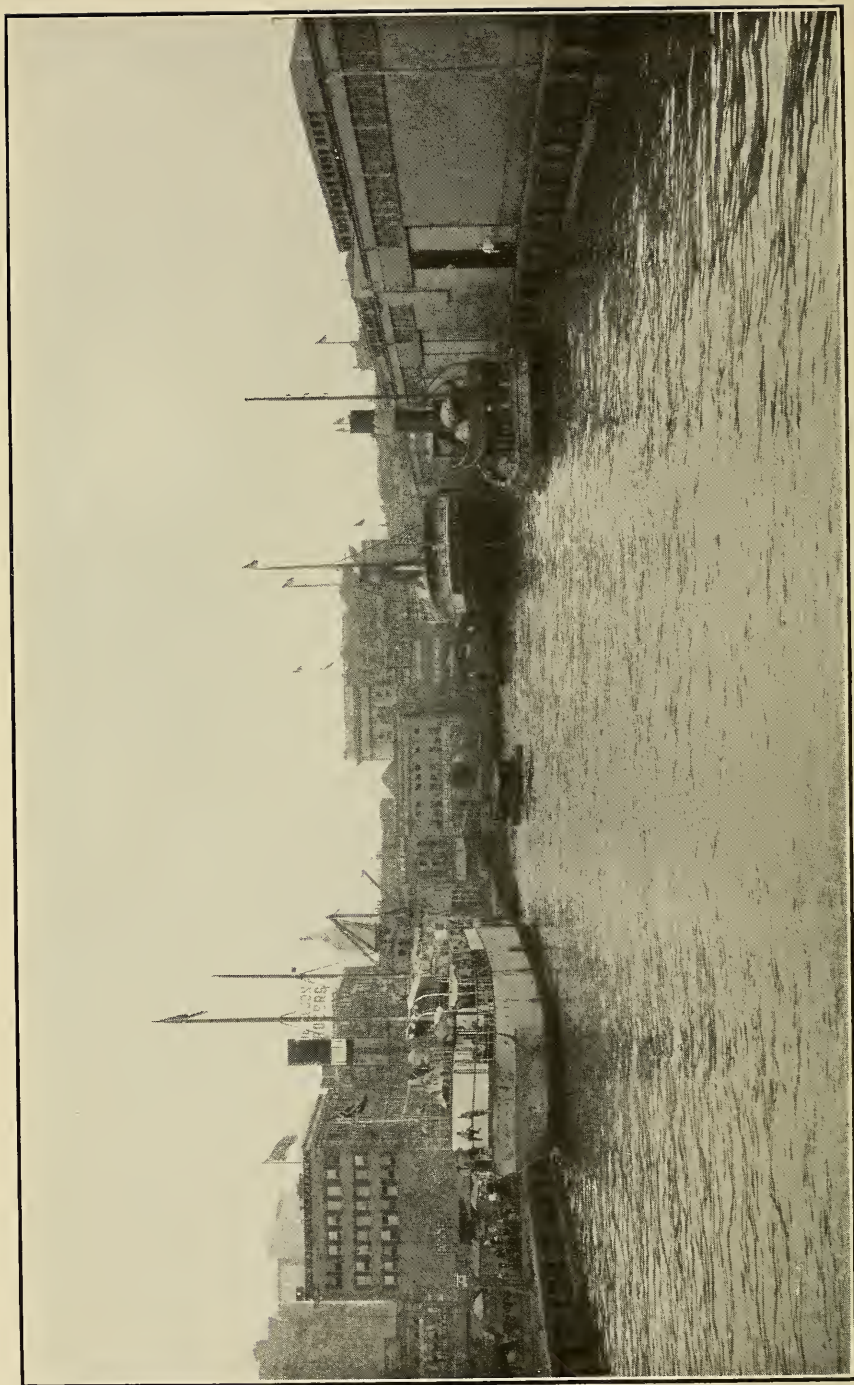
U. S. CUSTOM HOUSE

THE CIVIC CENTRE — JONES' FALLS HIGHWAY

*How the City will be developed along beautiful
and practical lines*

THOSE charged with the administration of the City Government have given much thought to the future. What is done is done on a large scale. Every succeeding day finds the City a bigger, better, busier Baltimore, and improvements are made with a comprehensive idea of the demands of the future. They are, as nearly as human calculation can make them, for all time.

The development now going on is in accordance with a pre-conceived plan of city building. Certain details are in charge of a Commission on City Plan. One of the most important features is the covering of the stream, Jones Falls, which now winds its way through the center of the City. The flow will be taken care of by an inclosed sewer, upon the top of which will be a highway of a minimum width of 75 feet. This drive will provide a direct highway on an easy grade running diagonally across the City from the docks to the railroad terminals. This great improvement is a part of an elaborate and connected scheme of future development, the main feature of which is a Civic Center to the east of the City Hall. To the west, forming a part of the general plan, are the Postoffice and Baltimore's three-million-dollar Courthouse. The beautiful frontispiece gives a comprehensive idea of the magnitude of the Civic Center proposition.



ONE OF BALTIMORE'S GREAT MUNICIPAL DOCKS

Baltimore is spending over \$11,000,000 on City owned piers

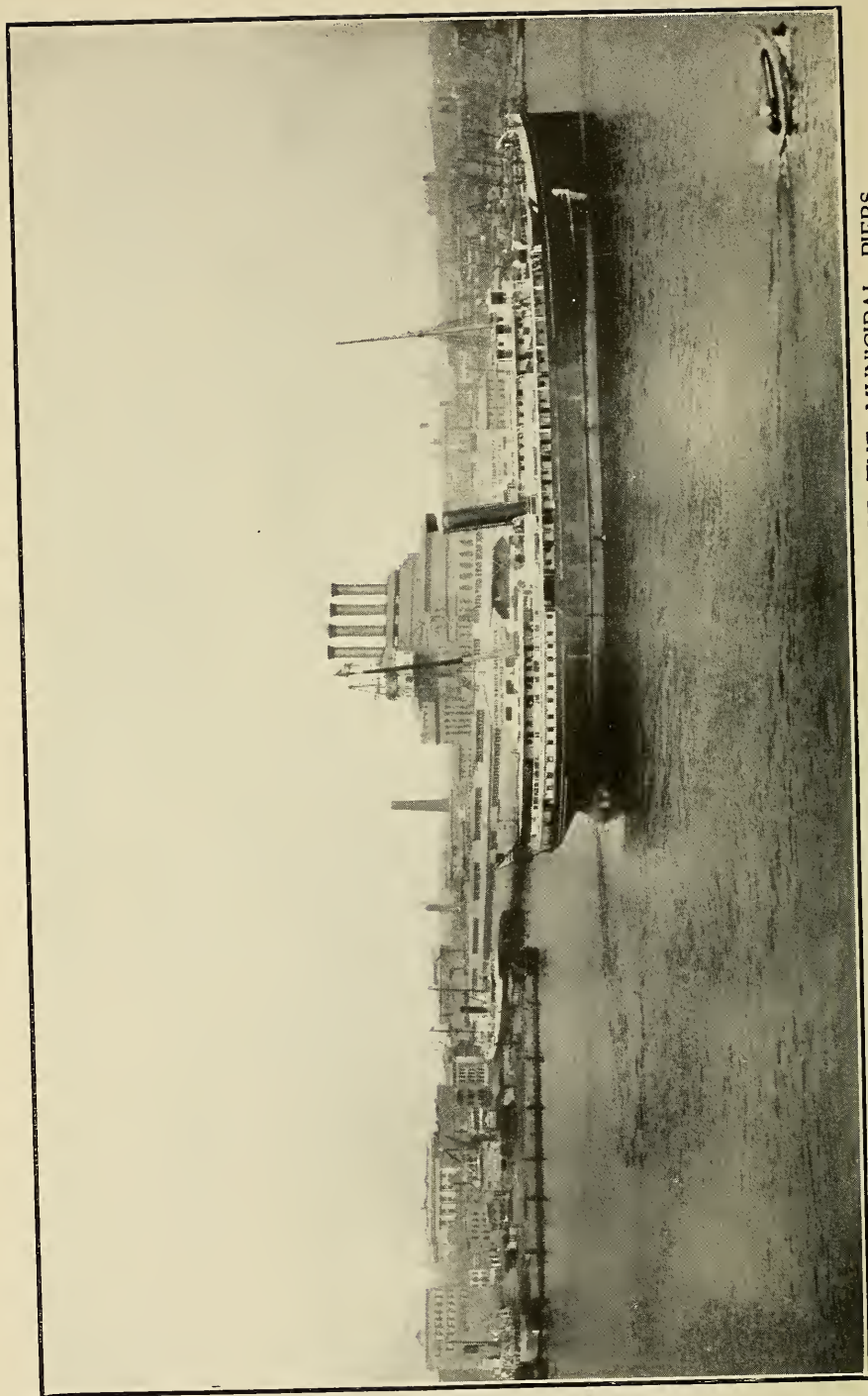


BALTIMORE'S MUNICIPAL DOCKS—NOT A PRIVATE MONOPOLY

The Municipal docks of Baltimore are not mere ornaments. They are not solely colossal specimens of engineering skill. They are for use. When the City put acres of land under water, and spent its millions, its object was, and is, to provide the best maritime terminals that could be built. These docks may be leased by any responsible parties for 36 cents a square foot per year. Those who have not seen these great marine stations have little idea of their magnitude, and it is important to remember that they are not a private monopoly, and are not controlled by private parties to selfish ends. The City of Baltimore OWNS them and throws them open to the commerce of the world. Those who would enter the shipping business here have the first and most vexatious problem—namely, terminal facilities—solved in advance. Magnificent docks are available.

Prior to the fire of 1904 the City owned little wharf property of importance. The fire made it possible to acquire all of the burned district fronting on the harbor (about 4000 lineal feet). The City purchased the property, removed all buildings, streets, etc., and laid out a system of public wharves and docks extending south from Pratt street. These are situated in the upper harbor and are intended for the coastwise and bay trade. The transatlantic steamers, at present, find ample accommodations at the railroad piers in the lower harbor.

Pier 4, at the foot of Market Place, is 150 feet wide. Along Market Place the City has erected three handsome, commodious buildings, a retail market, a fish market and a wholesale market, and all within a stone's throw of Pier 4, set apart for the use of the market boats.



AN ATLANTIC COAST STEAMSHIP LEAVING ONE OF THE MUNICIPAL PIERS
Baltimore's domestic commerce is extensive and a large portion is carried in commodious steamships.



MUNICIPAL FACTORY SITE COMMISSION

THE City Government has a specially organized department that handles all industrial problems. It is a public agency created for the purpose of promoting any movement that has for its end the development or enlargement of Baltimore's industrial activities.

It is a department of the City Government; supported by the City Government. There are no charges, costs nor fees connected with its work.

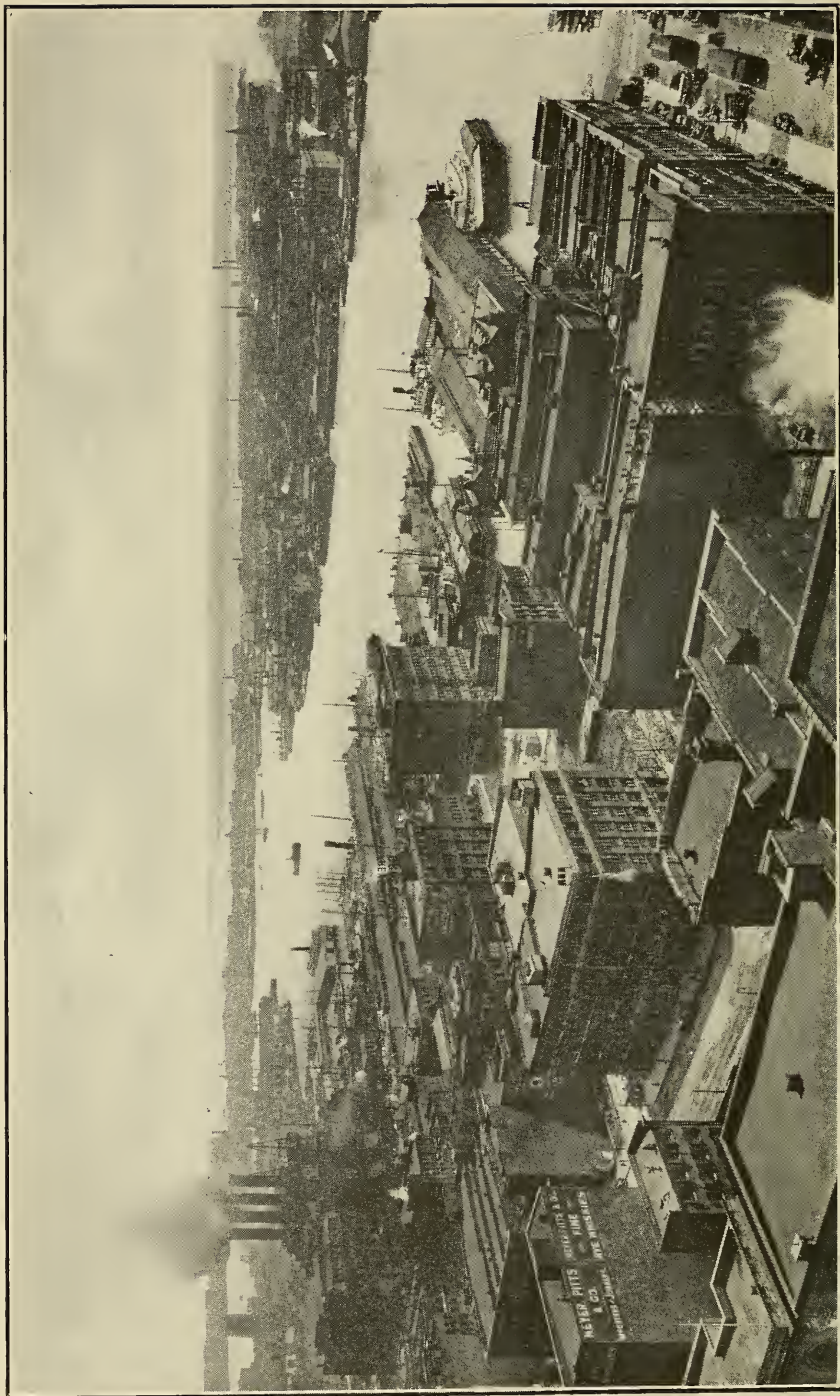
Any service performed by the department or any information given by the department is absolutely free of any financial burden to the person who seeks its aid or takes advantage of its co-operation.

If you want to know anything about the business possibilities of Baltimore; if you want to get in touch with the City's financial interests; if you want to know what factory sites are in the market; in fact, if you want to know anything at all about any phase of the industrial affairs of the City or any of the problems incident thereto—communicate with the Municipal Factory Site Commission, City Hall.

You will find it ready to give help in any particular or in any direction whatsoever.

The Commission is organized on a basis that puts it in touch with all the different business interests in Baltimore.

It is composed of a member of the Chamber of Commerce; a member of the Merchants and Manufacturers' Association; a member of the Travelers and Merchants' Association; a member of the Old Town Merchants and Manufacturers' Association; a member of the Federation of Labor; a member of the Builders' Exchange; a member of the Real Estate Exchange; a representative of the Pennsylvania Railroad; a representative of the Baltimore and Ohio Railroad; a representative of the Western Maryland Railroad.



BIRDS EYE VIEW OF BALTIMORE HARBOR



THE BALTIMORE BOOK



The Commission has a finely developed system under which a wide range of factory sites is listed. Real estate dealers, as well as prospective manufacturers, are constantly referring to the Commission's list whenever they have inquiries for industrial property. Property owners and property agents are all hastening to have their property listed on the Commission's books.

The City itself controls about one hundred and seventy acres of water-front territory with direct railroad connections.

It is also in touch with a combination of magnificent buildings which have been converted into "beehive industrial colonies." All of the most modern appliances, power and other manufacturing advantages are readily available on attractive terms. These buildings are situated near the junction of two railroads.

The Factory Site Commission will put any one in touch with any of the above propositions.

It is also prepared to give information desired relative to local Municipal matters, so far as they bear on business affairs; or data about labor conditions; or transportation facilities; or shipping advantages; or general subjects that will throw light on the Baltimore business situation.



Harbor, North Side



SCENES IN DRUID HILL PARK

Madison Ave. Entrance

Columbus Monument and Lake Drive

Boat Lake



PARKS OF BALTIMORE

BALTIMORE has a splendid system of parks. These are one of the features of the City. The reservations are, or will be, all connected; that is, they may be reached one from the other by especially constructed boulevards, the whole system being generally referred to as "Baltimore's chain of parks."

The City for years has been blessed with an abundance of park area, but very recently large sections of the suburbs, north and west, were acquired, which added many acres of beautiful and picturesque territory. In making these purchases Baltimore looked far into the future.

The topography of the country in some instances is almost mountainous, with beautiful streams winding in and out, the scene retaining much of its natural environment.

Druid Hill is Baltimore's largest park. It is famous, for among the parks of the country it is unequaled in natural beauty. It was purchased in 1860, and has an area of nearly 700 acres.

The rugged scenery of Gwynn's Falls Park, a recent acquisition, through which flows the stream Gwynn's Falls, at times rushing like a torrent, arises to challenge Druid Hill's claim to pre-eminent beauty. Here nature's handiwork is sublime.

As has been stated, the scheme of park development embraces as one of its important features broad boulevards, which represent the most advanced ideas and skill in highway construction.

The parks play an important part in City life, and in their administration and management are kept "abreast of the times." Many have swimming pools, which are enjoyed by thousands, and from which graduate each year scores of youthful expert swimmers. There are playgrounds for the tots, and these especial reservations are under the direction of the Playground Association, which has a professional instructor or teacher in attendance. All the parks are supplied with baseball grounds, tennis courts and other facilities for healthy sport.



SCENES IN BALTIMORE'S MAGNIFICENT PARKS

The Old Johns Hopkins Mansion — Clifton Park
Swimming Pool in Patterson Park

View in Riverside Park
View in Carroll Park



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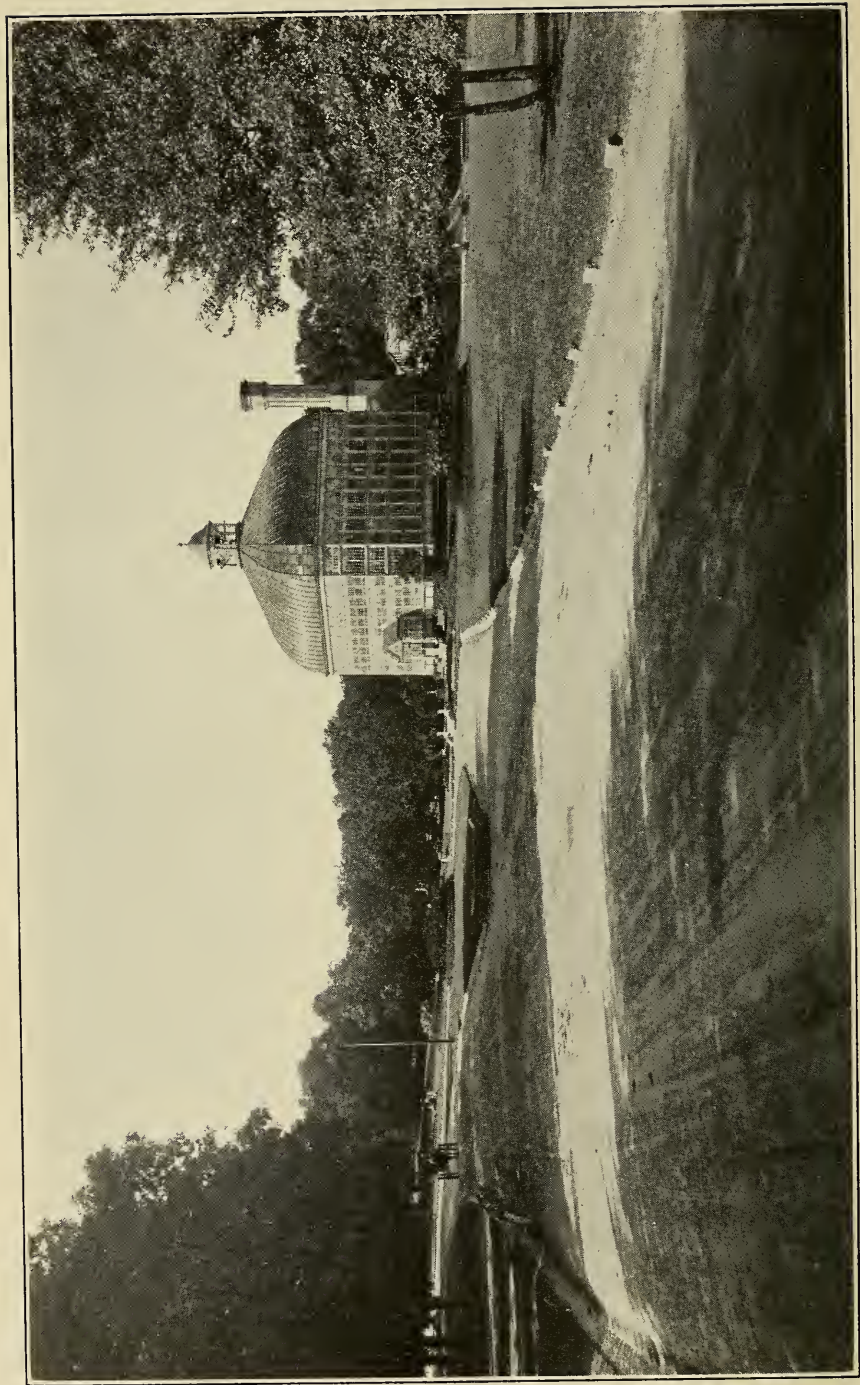


The parks are not supported by direct taxation, but from the receipts of the street railways, 9 per cent. of the gross receipts being deducted therefrom for this purpose. The fund thus raised, which is increasing yearly at the rate of 6 per cent., cannot be diverted from the parks.

This amounts to approximately \$495,600 annually, which, with other sources of revenue, brings the total available for park purposes to \$502,500 as a regular yearly expenditure, exclusive of any loan for park improvement and enlargement.

The parks and squares of Baltimore are as follows:

	Acquired.	Acreage.
Mt. Vernon Squares (2).....	1815	1.4
Washington Place Squares (2).....	1815	.9
Eastern City Spring Square.....	1818	1.3
Patterson Park.....	1827	128.44
Franklin Square.....	1839	2.3
Jackson Square.....	1844	.6
Union Square.....	1847	2.0
Broadway Squares (19)	1851	5.7
Ashland Square.....	1851	.01
Madison Square.....	1853	3.4
Eutaw Place Squares (9).....	1853	5.6
Lafayette Square.....	1859	2.9
Druid Hill Park.....	1860	674.16
Park Place Squares (5).....	1860	1.7
Riverside Park.....	1862	17.2
Fulton Avenue Squares (17).....	1866	4.0
Harlem Park.....	1869	9.05
Wilkens Avenue Squares (7).....	1870	1.6
Perkins Spring Square.....	1873	1.5
Mt. Royal Squares (7).....	1874	2.0
Johnston Square.....	1877	2.5
Federal Hill Park.....	1879	8.2
Collington Square.....	1880	5.0
Liberty Triangle.....	1880	.02
Taney Place Squares (2).....	1881	.8
Mt. Royal Terraces (3).....	1884	2.0
Carroll Park.....	1890	176.74
Bolton Park (Mt. Royal Station).....	1891	3.52
Frick Triangle.....	1892	.05
Brewer Square.....	1892	.39
Bo-Lin Square.....	1893	.23
Maple Place.....	1893	.07
Clifton Park.....	1895	267.26
Linden Avenue Triangle.....	1895	.01
Green Spring Avenue.....	1896	25.5
Callow Triangle.....	1898	.03



CONSERVATORY — DRUID HILL PARK



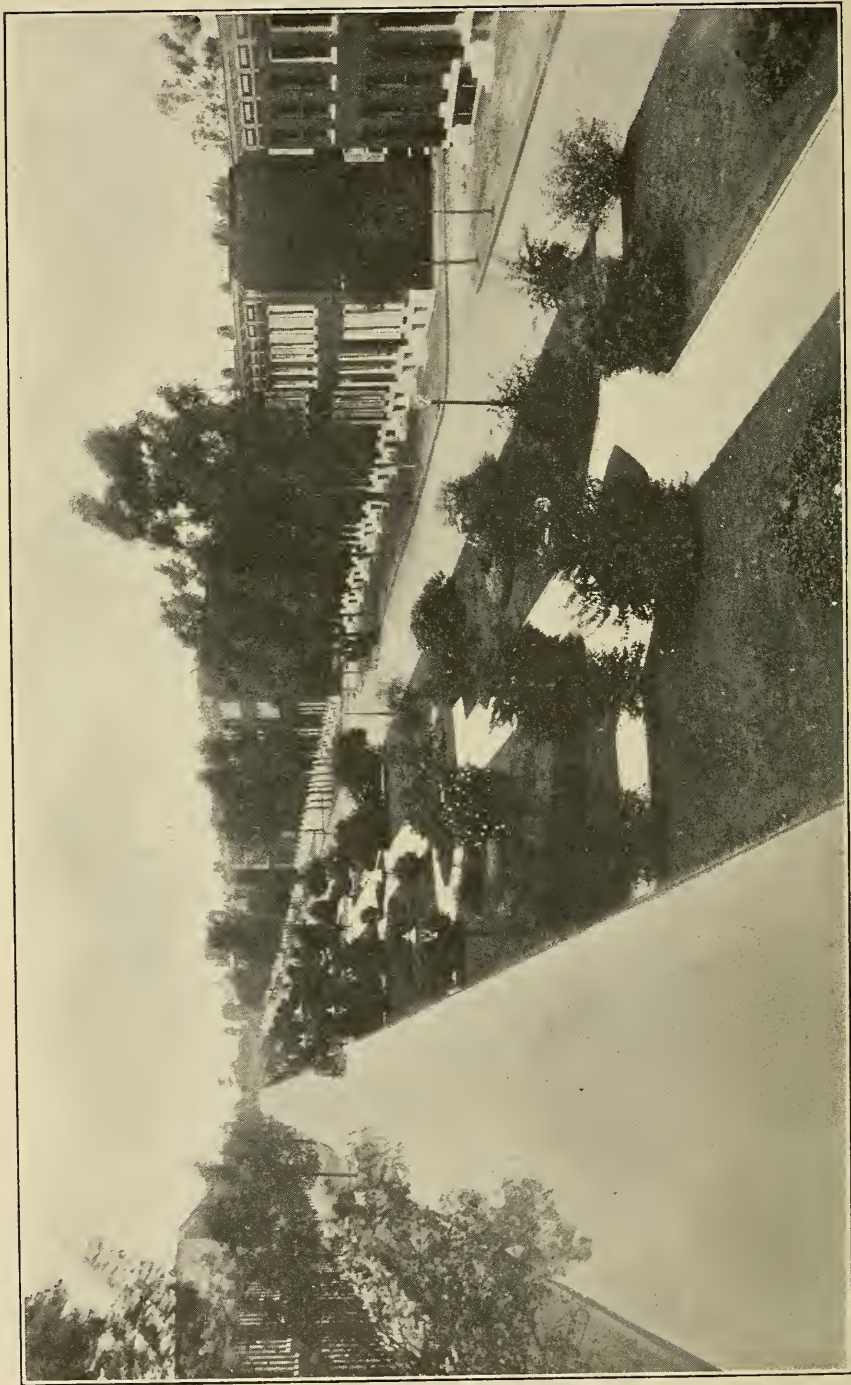
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	PARKS-- continued	Acquired	Acreage
Gwynn's Falls Park.....	1902	374.19	
Latrobe Park.....	1902	13.80	
Swann Park.....	1902	11.31	
Wyman Park.....	1903	198.39	
Fifth Regiment Armory.....	1904	.25	
City College Lot.....	1904	.14	
Riggs Triangle.....	1905	.02	
Venable Park.....	1907	60.81	
Ashburton Park (including Reservoir).....	1907	92.65	
Herring Run Park.....	1908	154.00	
Charles Street Boulevard.....	1908	2.28	
Total Park acreage.....		2,266.22	



THE VISTA—DRUID HILL PARK



NORTH BROADWAY

Baltimore has many streets which have been "parked" as here shown. People of moderate circumstances are enabled to live on just such a highway



BALTIMORE A HEALTHY CITY

BALTIMORE is naturally an unusually healthy City, but nature has an ally in the form of a Department of Health, which for effective work and successful results is second to none. The Health Department of Baltimore is regarded as a model. It wages its warfare with thoroughly modern and scientific methods. "Nip in the bud" is its slogan. With the combination—nature, vigilance and science enlisted on the side of health, pestilence and epidemic are unknown. This is all the more gratifying when it is recalled that Baltimore is an immigrant port. To fight against the importation of disease there are very strict regulations. The Quarantine Station, connected with the Health Department, is some distance from the City, and all incoming vessels are boarded and must be given a clean bill of health by a medical officer representing the Municipality before they are allowed to proceed.

Exceptional measures to combat tuberculosis are applied, and a corps of vigilant nurses is constantly working throughout the City with this object in view. These efforts have been crowned with the most gratifying results. In fact, the State, City and private organizations are rendering splendid service in the prevention of tuberculosis. There is in operation a Municipal hospital, Sydenham, for the treatment of infectious diseases. Exceptionally effective laws are enforced in the interest of sanitation. Inspectors pass upon edibles offered for sale to determine whether they are fit for consumption. If not, they are destroyed summarily. There is also a regulation which prescribes the quality of milk that may be sold, and inspectors with facilities for making tests are constantly at work.

A department for the treatment of rabies or hydrophobia is connected with one of the hospitals. Nearly all cases of this dread disease brought to this hospital are successfully treated.



BALTIMORE'S PUBLIC BATHS
A Typical Bathhouse Swimming Pool—Patterson Park



BALTIMORE PUBLIC BATHS

The Public Baths of Baltimore represent one of the chief agencies in the City for the promotion of health and cleanliness. The system provides for cleansing baths, which are open all the year round in congested City districts, and recreative swimming pools, open during the summer.

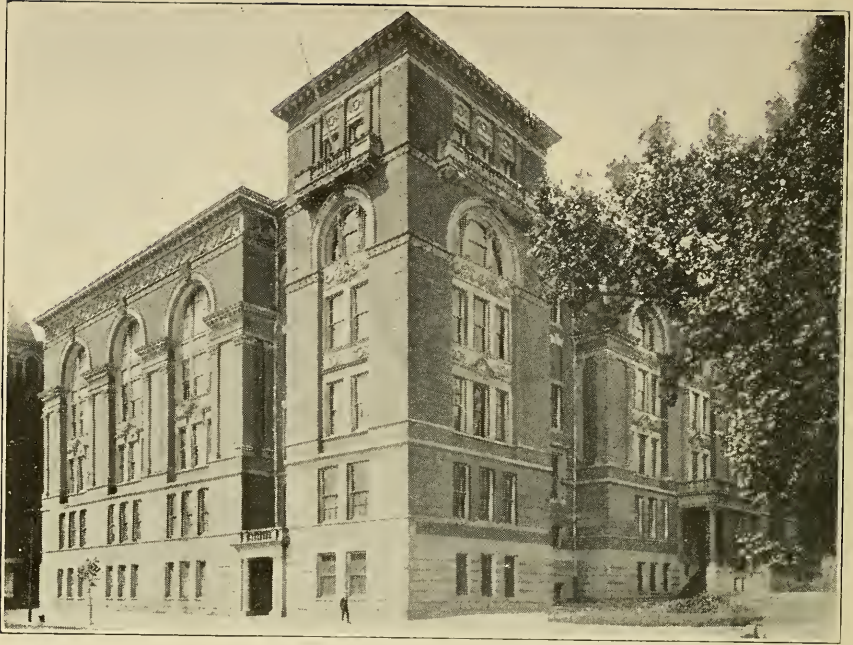
There are five indoor cleansing baths, which contain 200 cabins and accommodate 500,000 patrons annually, erected at a cost of \$125,000.

There are also five recreative swimming baths in parks and on the river front, which have 225,000 patrons annually. Four portable baths (which scheme originated in Baltimore) are small houses carried from one street corner to another in crowded sections. They afford hot and cold water shower baths to over 75,000 persons yearly.

Two recreative centers in public parks are also equipped with shower and swimming baths. The annual cost to the City for maintenance of the entire Public Bath System is about \$40,000.



Historic Fort McHenry



BALTIMORE CITY COLLEGE



EASTERN FEMALE HIGH SCHOOL



THE BALTIMORE BOOK



PUBLIC SCHOOLS

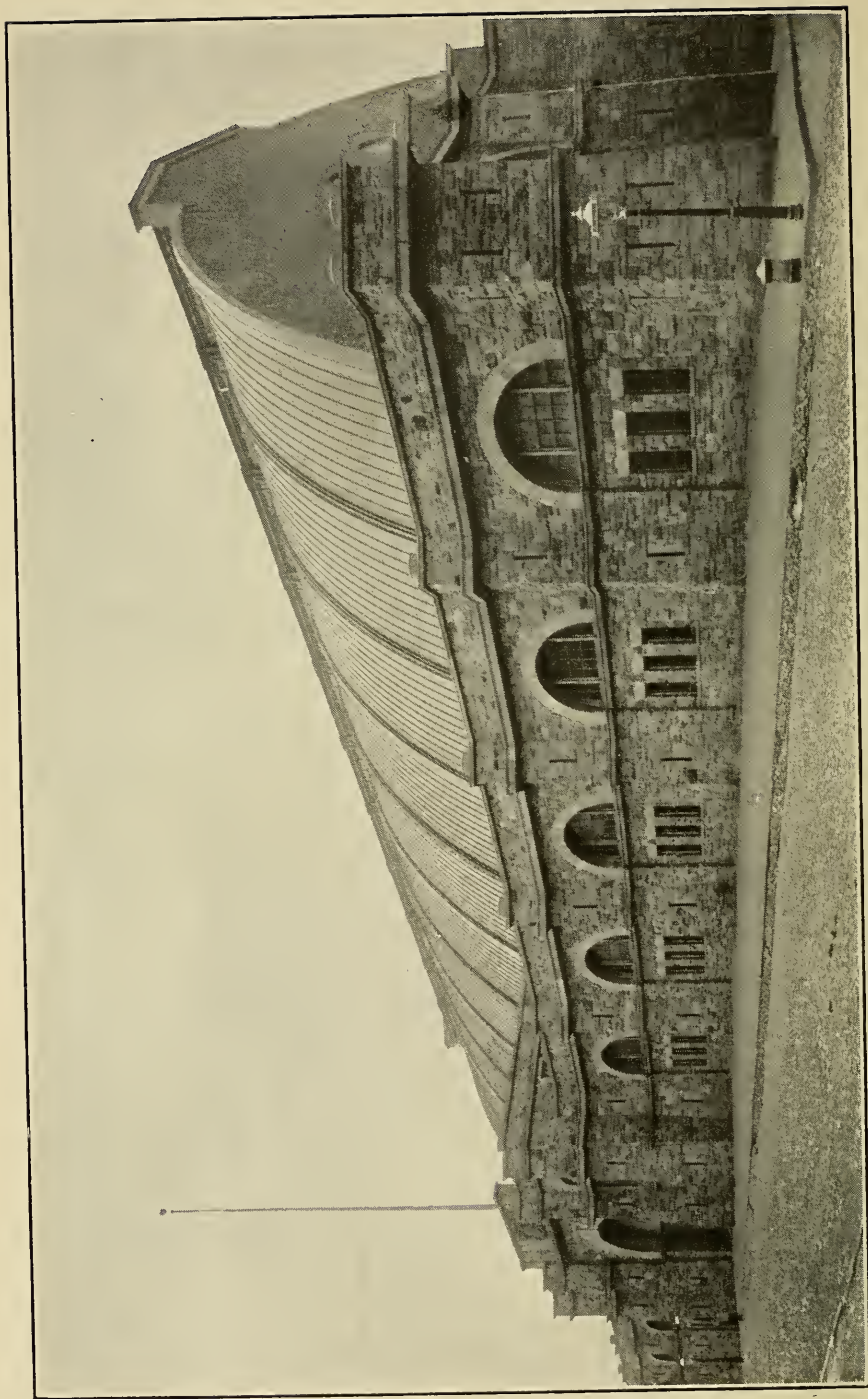
In providing educational facilities for children most liberal provision is made, and a compulsory educational law is strictly enforced. The schools are of exceptionally high standard. There is the kindergarten for the very young, and night schools for those who have advanced in years but not correspondingly in intellectual development. The course of public school training terminates with graduation from the City College, Polytechnic Institute or the Girls' High Schools.

Teachers entering the educational service are not only required to be proficient along general lines, but they must take a special course of training.

There are 90,000 pupils in the public schools of Baltimore, 1800 teachers and 130 schools of various grades.



Loch Raven



FIFTH MARYLAND REGIMENT ARMORY—EXTERIOR VIEW

Baltimore's great convention hall. This is the home of the "Dandy Fifth." The building cost \$450,000 and is 360 x 290 feet. It has an unobstructed drill space of 200 x 300 feet. The great hall was designed to accommodate large conventions, as well as for military purposes.



THE BALTIMORE BOOK



FIRE DEPARTMENT

Baltimore's Fire Department has been officially declared by experts to be one of the most thorough in the United States. It has all known mechanical devices for fighting fires.

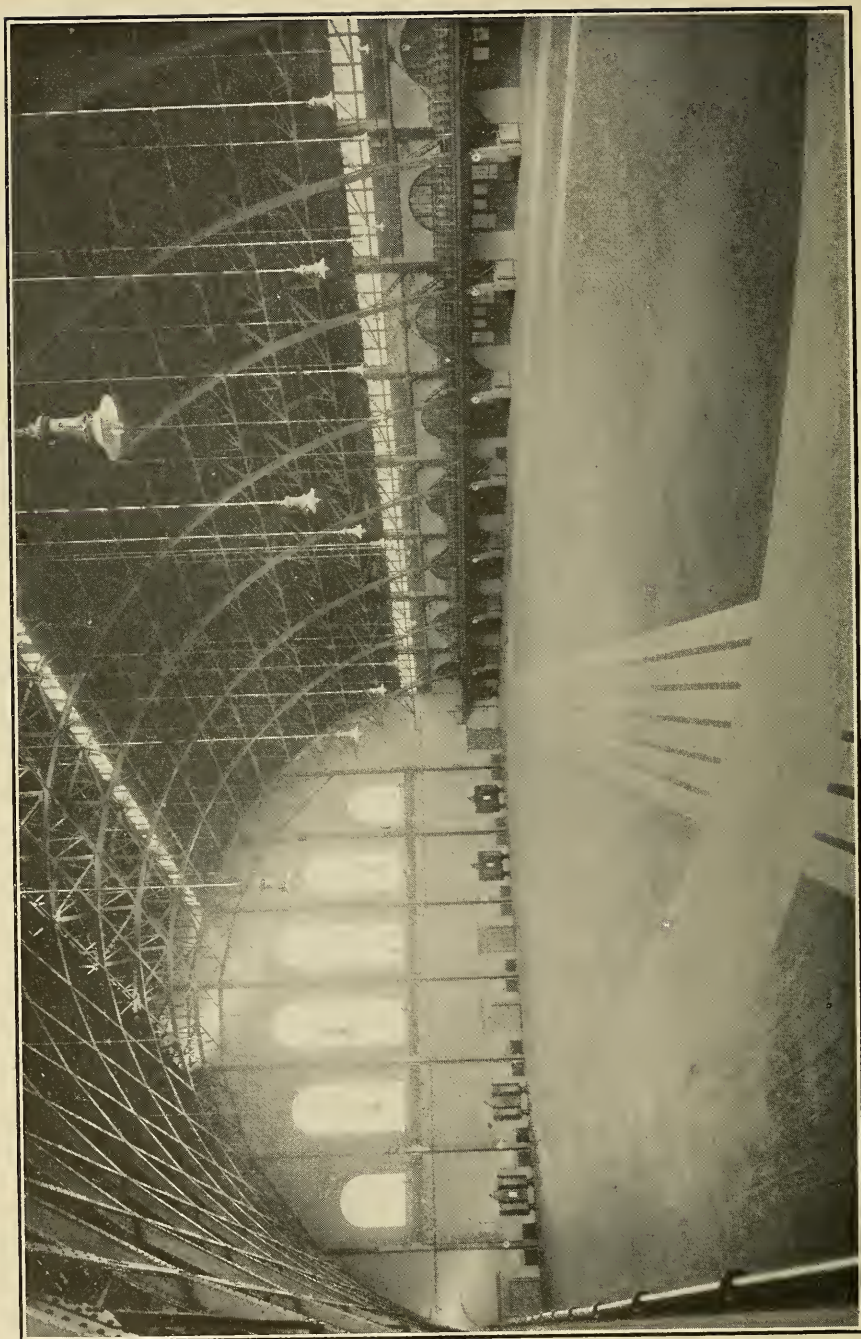
The high pressure pipe line, which has just been extended over an area of 170 acres in the business district, is the latest device and the most modern auxiliary of the fire-fighting establishment of the City.

The pipe line system consists of three powerful pumps, which force water through large pipes at tremendous pressure. These pipes are, of course, all underground, but are tapped at intervals of 170 feet and connected with hydrants that bring the water to the surface. The hydrants, which are depressed below the sidewalk and protected by covers that can be easily removed, are systematically placed through the "down-town" district. There are at present 226 hydrants, and the number will be increased as the system is extended. Water, under great pressure, may be thrown in or against a building by means of various nozzle devices connected directly to the hydrants or with hose especially adapted to pipe line service.

Baltimore has spent \$1,000,000 on its pipe line. Insurance rates in the area protected by the service have been greatly reduced.

The personnel of the Fire Department is of the highest type. Recruits must pass an examination, mental and physical, before entering, and the training which they subsequently receive makes them exceptionally fit for their exacting duties.

The department consists of 38 engine companies, 17 hook and ladders, two fire boats, two water towers, two automobile hose wagons, automobiles for the chief and deputies. The force numbers 851 men.



FIFTH MARYLAND REGIMENT ARMORY—Interior View
Showing running and 100 yard dash tracks



POLICE DEPARTMENT

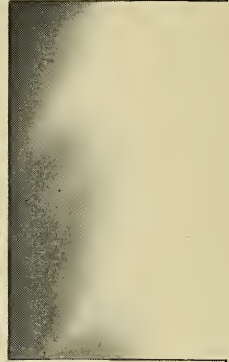
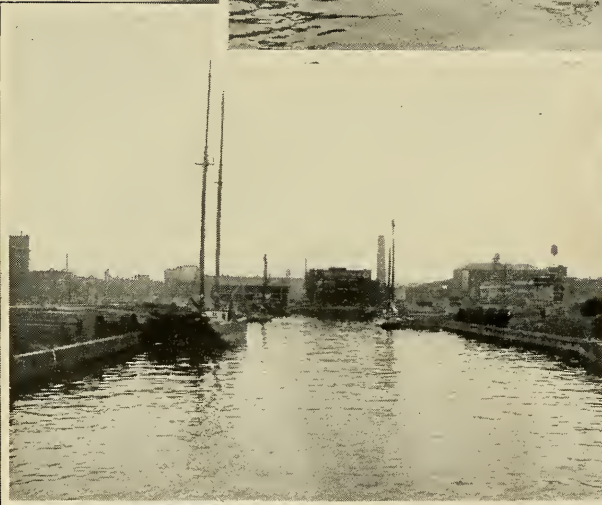
The Police Department of Baltimore consists of 1052 persons, all told, from Commissioners to station-house matrons. The department, though supported by the City of Baltimore, is under the direction of a board appointed by the Governor of the State.

The department is splendidly disciplined, and its administration is along thoroughly modern lines. There are "traffic officers" stationed at all points where traffic is congested. Their duty is to "keep things moving." These officers have large powers. They may summarily arrest any who show a disposition not to obey to the letter the very exacting traffic laws. The officer keeps vehicles and cars "on the move" or stops them by whistle signals. In this way the problem is solved to the best advantage. The immovable "jam" that formerly occurred on down-town streets is now absent. Cars, great motor vans, automobiles and the collection of miscellaneous vehicles that crowd the thoroughfares pass along without confusion and unnecessary delay.

Aside from the traffic squad there are motorcycle men and automobile patrol wagons; a harbor patrol, which uses a small steamer, and a gasoline launch.

Police Headquarters are at the Courthouse. Here the Police Board, the Marshal and the detectives are located.

There are eight stations through the City. A magistrate at each disposes of minor cases. Children are sent to the Juvenile Court.



SECTION OF BALTIMORE'S \$11,000,000 DOCK SYSTEM
 Chesapeake Bay Market boats Lumber Pier Steamships unloading fruits



(Industrial Section)

INDUSTRIAL ADVANTAGES OF BALTIMORE



MANUFACTURER must have facilities for assembling raw material at his plant. He must have facilities for getting a finished product on the market, and he must have the MARKET.

Baltimore furnishes these accessories.

First—The City has splendid railroad service in all directions. It offers transportation facilities by water that are unexcelled. It is a great seaport, foreign and coastwise. It also utilizes the great Chesapeake Bay and its numerous tributaries, thus connecting with scores of towns and landings, penetrating far into Maryland and Virginia.

Second—Baltimore is the natural feeder of its immediate vicinity in all directions. It has at home about 700,000 people for whom it must provide; but it has another natural market—that tremendous area to the South and Southwest and West. This is Baltimore's undisputed sphere of industrial and commercial influence

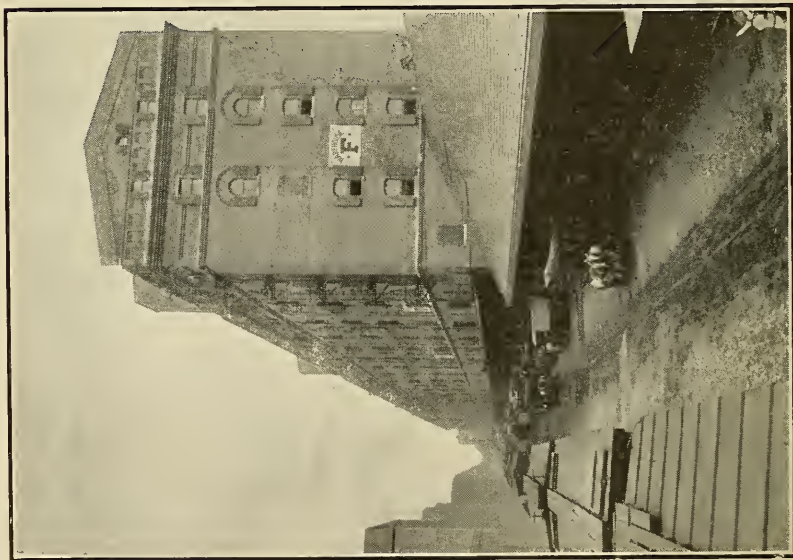
Third—No Chinese Wall, in the form of excessive freight rates, separates the manufacturer from his market. Baltimore enjoys lower rates than other cities, as the table of comparative rates, given elsewhere in this book, will show.

Fourth—The manufacturer in Baltimore is not harassed by labor troubles.

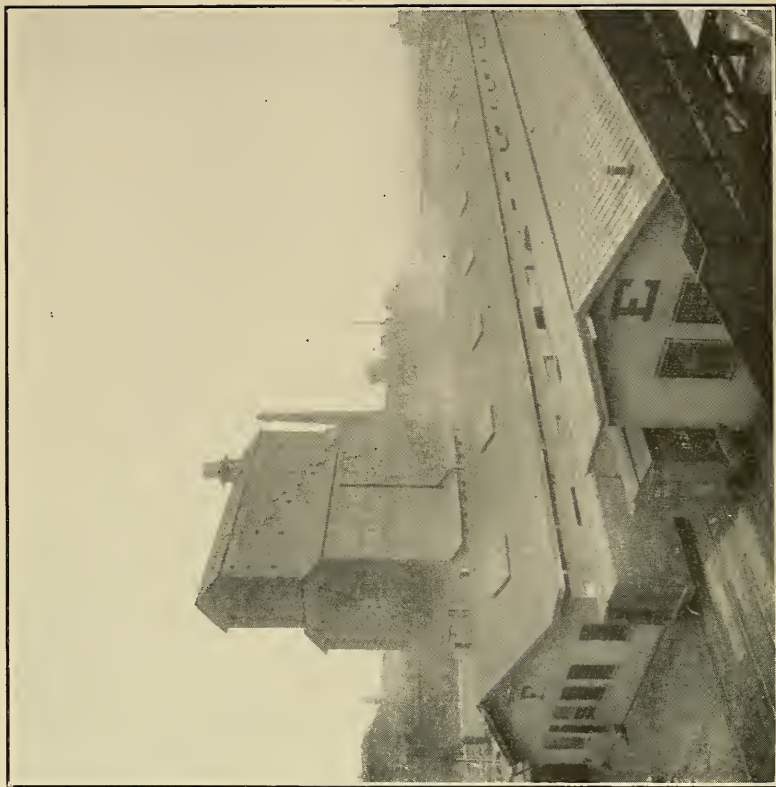
Fifth—Manufacturing implements—machinery, apparatus, mechanical tools actually employed in the manufacture of articles of commerce—are not taxed in Baltimore.

Sixth—Insurance rates on manufacturing and mercantile establishments in Baltimore are lower relatively than in other cities.

Seventh—Power, fuel and light are cheap. Wheels turn more economically in Baltimore than anywhere else.



Great warehouses of this character are one of the principal features of Baltimore's railroad terminal facilities



Grain Elevator and Freight Sheds



BALTIMORE'S TRADE AND INDUSTRIAL ORGANIZATIONS

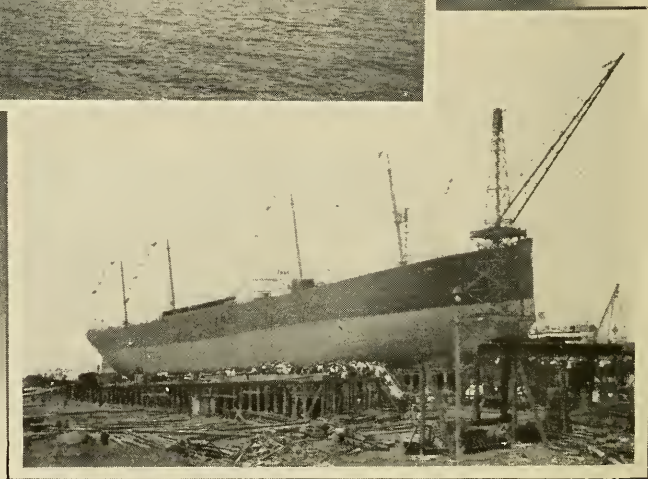
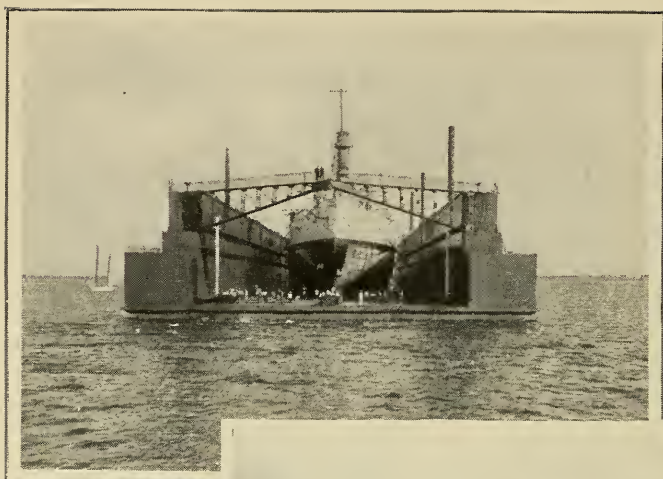
The business associations of Baltimore, particularly the large central bodies, are important elements in the City's commercial and industrial life. There are a number of such organizations and they exert a tremendous influence. Though they have their respective spheres, they are bound by ties of business and social relationship. By cohesive action and unity of purpose they have time and again made their influence felt to the mutual benefit of the city and the thousands who maintain business relations with it. Through them the business interests of Baltimore operate upon an organized and systematized basis. The good effect is not merely local, for Baltimore is the great commercial and industrial headquarters of thousands of miles of territory.

Organization and combined force have not only helped those who trade in Baltimore, but are largely responsible for placing the city in the front rank of the great commercial centers of the country.

The usefulness of these associations is not confined to the avenues of trade. They have been aggressively active in the many successful projects for the proper civic development of Baltimore, and are vital forces in the city's welfare.



Fire Boat "Deluge"



SHIP BUILDING INDUSTRIES

Drydock Dewey

Magnetic Cranes

General View, Md. Steel Co's Plant

A Baltimore Built Ship



BALTIMORE'S GREAT INDUSTRIES

MANY ENTERPRISES FLOURISH IN THIS INDUSTRIAL DISTRICT

Baltimore leads in Canning and Preserving; Millions worth of Fertilizer shipped; the great Straw Hat Industry; foremost Clothing Manufacturing Centre; Copper Refining; large Cotton Duck Plants; Steel Rails; Shipbuilding Interests, etc; cheap Light and Fuel; no Labor Troubles

THERE are within the City limits of Baltimore ($31\frac{2}{3}$ square miles) 2502 manufacturing establishments, comprising 123 specific industries, employing 81,843 wage-earners, who are paid annually \$41,747,000. The annual value of their output is \$188,690,000. The capital represented by these enterprises amounts to \$165,293,000, not including the value of rented buildings. The Baltimore Industrial District (15 miles square, contiguous to and including the City) produces annually manufactured products to the value of \$265,000,000. This makes Baltimore one of the foremost industrial centers of the United States.



BALTIMORE'S PICTURESQUE HARBOR
 Chesapeake Bay Pungies Unloading tropical fruits Immigrants disembarking



THE BALTIMORE BOOK



LEADS IN CANNING AND PRESERVING

Baltimore ranks first among the cities of the United States in the canning and preserving industry, which employs thousands of workers. Its annual product is valued at millions of dollars.

MANUFACTURE OF CLOTHING

In the manufacture of clothing Baltimore occupies a leading position, the value of this product amounting to \$37,000,000 annually. This industry employs 20,000 persons.

SHIPS MOST FERTILIZER

More fertilizer is shipped from Baltimore than from the combined manufacturing plants of any other State.

THE GREAT STRAW HAT INDUSTRY

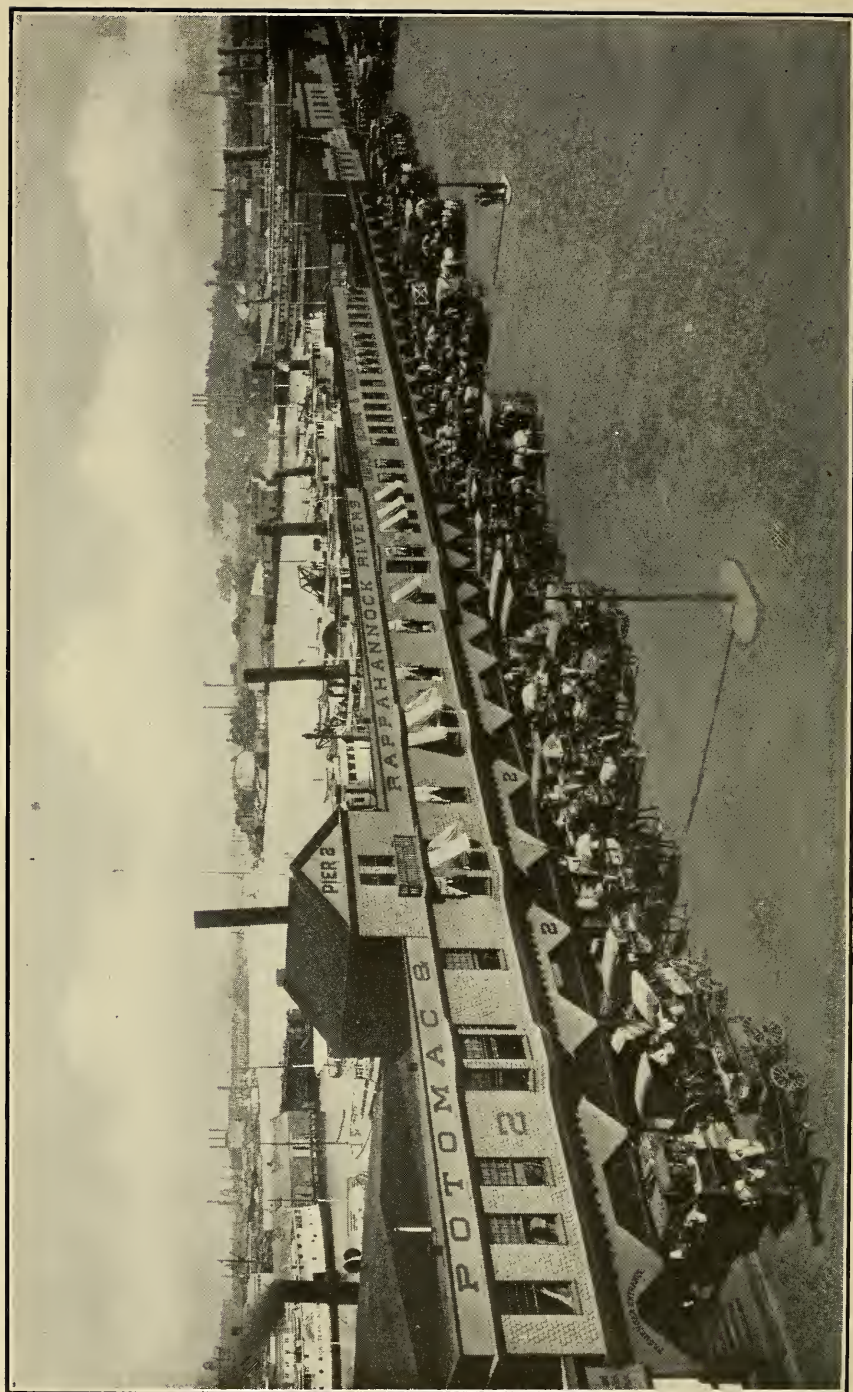
The straw hat industry is represented by establishments employing thousands of hands, producing millions of dollars' worth of goods yearly.

COPPER

The copper smelting and refining works and copper-smithing in Baltimore represent for plants an investment of \$20,000,000. Baltimore has the largest copper refining plant in America.

Copper exported from Baltimore amounts to approximately \$22,000,000 yearly.

Baltimore's industrial activity extends to so many branches that it is impossible to discourse specifically upon all, but the following are some of the chief enterprises, in many of which



FAR FAMED LIGHT STREET WHARF

Piers of this character extend for blocks along Light Street Waterfront, which is one of the city's busiest thoroughfares



THE BALTIMORE BOOK



the City leads, and in all occupies a foremost position as a producer:

IRON AND STEEL

FERTILIZER

STRAW HATS

CLOTHING

CANDY

COPPER

CANS

SOAP

FLAVORING EXTRACTS

BOTTLE STOPPERS

OYSTER INDUSTRY

COTTON DUCK

MEDICINES

GAS ENGINES

UMBRELLAS

STEEL RAILS

DRUGS, SPICES, TEAS, COFFEE ROASTING

CANVAS AND LEATHER BELTING

SLAUGHTERING AND MEAT PACKING

SASHES, DOORS, BLINDS, LUMBER

PRINTING AND PUBLISHING

FLOUR AND GRIST MILLS

BREAD AND BAKERIES

FURNITURE

CAR-BUILDING

GAS RANGES, WATER HEATERS AND GAS METERS

GLASSWARE, BOTTLES AND WINDOW GLASS

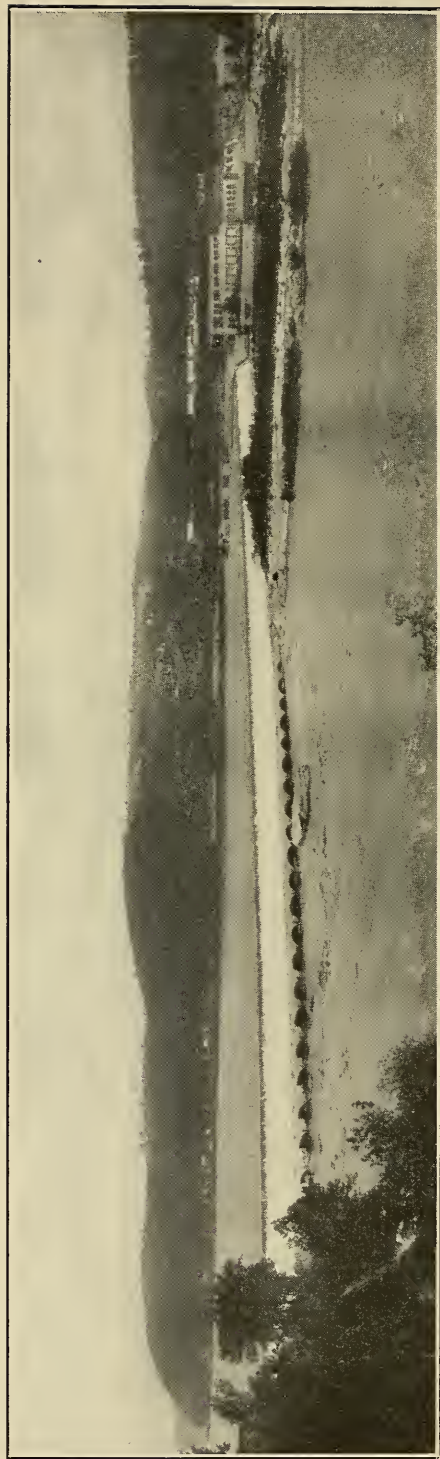
STOVES, RANGES AND PLUMBERS' SUPPLIES

CANNING AND PRESERVING VEGETABLES

MACHINERY AND MACHINISTS' SUPPLIES

TOBACCO (CIGARS AND CIGARETTES)

SHIRTS, DRAWERS, OVERALLS, ETC.



McCALL FERRY DAM ON SUSQUEHANNA RIVER

The electric current generated at this mammoth plant turns the industrial wheels at Baltimore, 40 miles away



ELECTRIC POWER FROM THE SUSQUEHANNA

THERE has been developed for Baltimore a tremendous source of electric energy. Across the Susquehanna River, at McCall Ferry, is the second longest dam in the world, exceeded only by the dam at Assouan, on the Nile. Behind this barrier, which is half a mile long, 55 feet high and 65 feet thick, the Susquehanna River forms a lake eight miles in length.

Their foundations resting on the bed rock of the river, the power-house and dam contain 300,000 cubic yards of concrete. The power-house provides space for ten units, with a total maximum capacity of 135,000 horse-power.

From McCall Ferry, in a straight line, the steel towers and the aluminum cables of the transmission line stretch to Baltimore, 40 miles away, where the harnessed river drives the wheels of the City's industries and lights the homes and streets.

Independent steam generating stations, storage batteries and an unexcelled distribution system assure adequate, efficient, never-failing service. Baltimore offers the manufacturer cheap electric power in abundance. The rates for electric power in Baltimore are the lowest on the Atlantic Seaboard.

The harnessed river furnishes the power necessary to propel the street cars of the extensive transit system of Baltimore and its suburbs. Power from the Susquehanna moves the trains in the Belt Line tunnel of the Baltimore & Ohio Railroad, beneath the City of Baltimore, one of the earliest electrically operated tunnels in the world. The entire power requirements of the Maryland Electric Railways Company, which operates the converted steam road connecting Baltimore with Annapolis, come from the same source.

Abundant power at low rates, with an efficient and comprehensive service, gives Baltimore a tremendous advantage which no manufacturer can afford to overlook.



PLAY GROUND SCENES

The beneficial environment of recreation centres have a telling influence on city life



NO LABOR TROUBLES

Baltimore has practically no labor troubles. After the great fire the City was rebuilt without one strike. Owing to conditions that obtain in no other large community, the capitalist and laborer maintain a status which enables them to operate to their mutual interest, and to the benefit of the whole industrial situation.

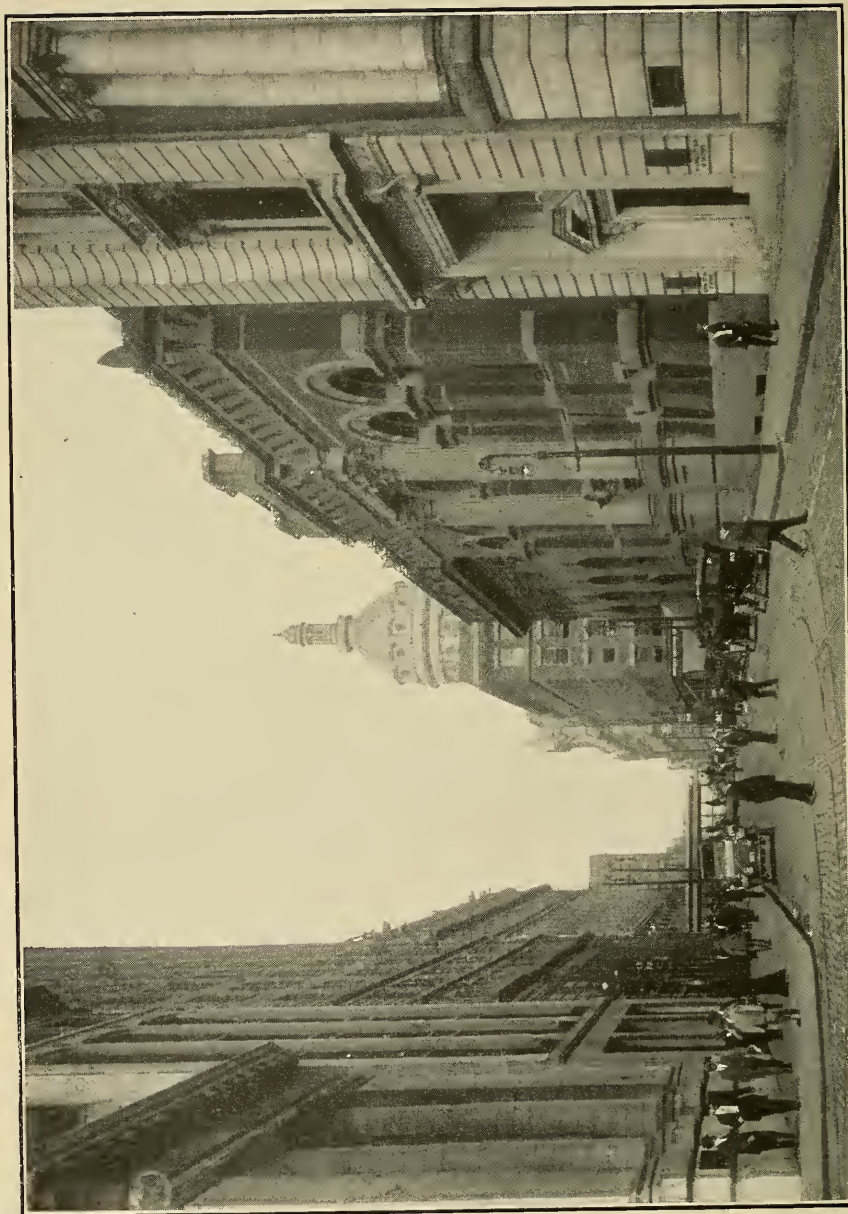
Baltimore seems totally unaffected by those periodic gusts of labor agitation that sweep over one section of the country or another, unsettling conditions, causing industrial distress and financial loss.

The City is exceptionally fortunate in this respect, primarily because of natural conditions. The working class is enabled to live well. The abundance of seasonable foodstuffs at reasonable prices, cheap rents, the opportunity to buy homes on the easiest terms are elements which contribute to the contented condition of the laboring man. In Baltimore he gets the most out of life for himself and his family. The average laborer owns his home. Tenements are practically unknown. Then there is plenty of work and plenty of workmen.

Industrial tranquillity lasts the year round.



A Bee Hive of Industry



SOUTH STREET, NORTH FROM GERMAN—PART OF BALTIMORE'S FINANCIAL CENTRE

Baltimore is noted for the large number of successfully conducted banks and other financial institutions



BALTIMORE'S FINANCIAL INSTITUTIONS

Few cities enjoy the enviable reputation of Baltimore for sound financial methods, or have a larger number of successfully conducted banks and trust companies. Baltimore is noted for its excellent banking facilities.

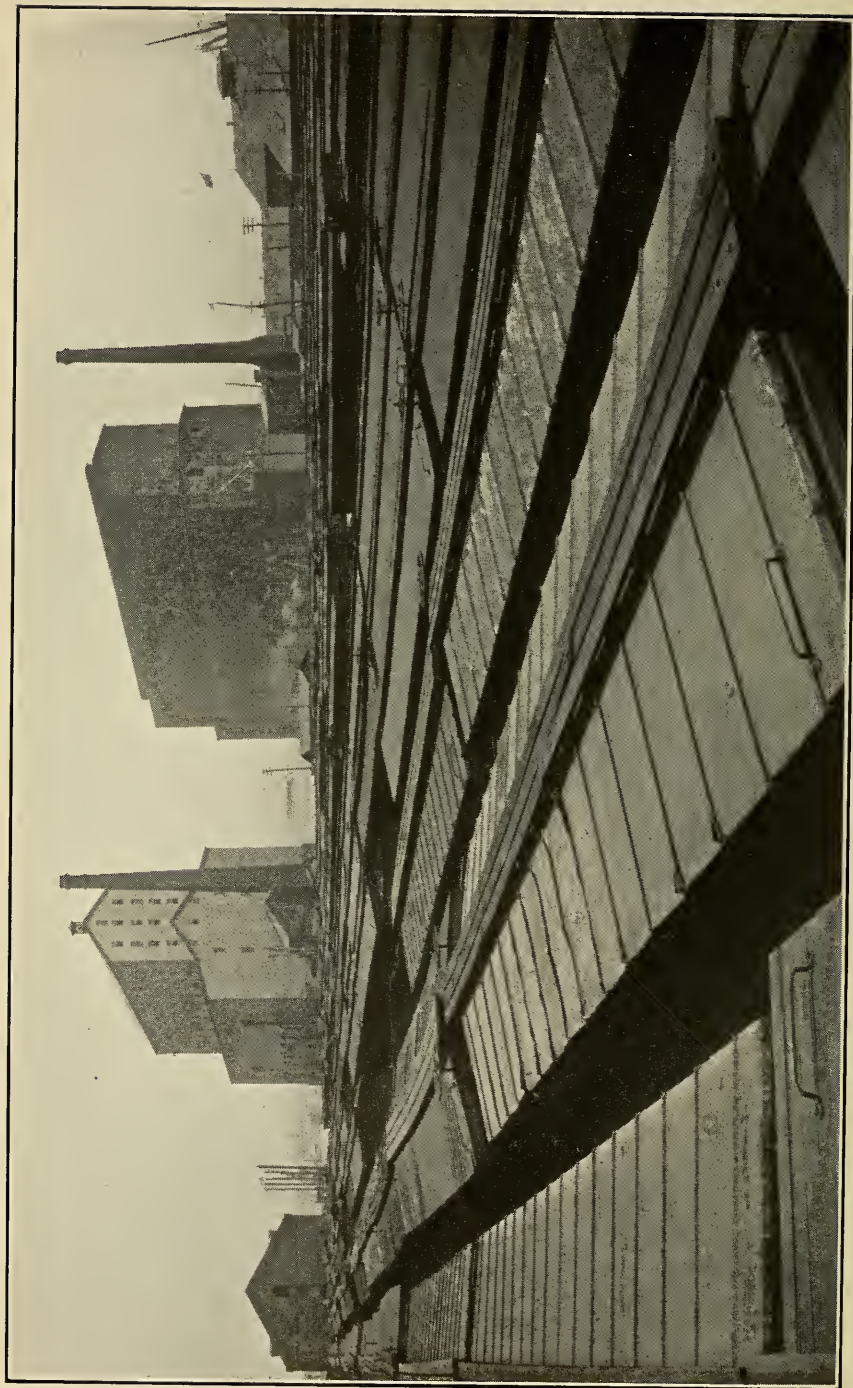
The National and State banks and trust companies of Baltimore have, according to the June, 1911, statements, a capital, surplus and undivided profits of \$49,915,665.76, deposits \$209,398,000.75, the whole making the enormous sum of \$259,313,666.51.

There has not been a bank failure in Baltimore for many years, and the conflagration of 1904, which caused a loss estimated at \$125,000,000, resulted in no embarrassment to the City's financial organizations, except that arising from the destruction of buildings.

There is ample capital in Baltimore for legitimate enterprises. It is not a city given to the encouragement of "wildcat" schemes, but sound projects can find substantial backing.

INDUSTRIAL BUILDINGS

Baltimore has a series of modern "industrial" or "Beehive" buildings, where heat, light, power and space in proportion to the large or small needs of any and all kinds of industries can be had on terms and conditions attractive even to infant enterprises. This enables enterprises to be started without the usual capital outlay required for investment in land and building. It offers to local industries and to those outside the City, desiring to establish operations here, every essential factory requirement that can be obtained by the most successful manufacturers.



SEA OF FREIGHT CARS, LOCUST POINT—BALTIMORE AND OHIO R. R.

This is a striking exhibit of Baltimore's terminal and transportation facilities, giving an idea of the arrangements for handling freight



THE BALTIMORE BOOK



(Commercial Section)

COMMERCE AND TRANSPORTATION

A Splendid Harbor; Grain rapidly handled; low Freight Rates; Magnificent Piers; Steamship Lines; Great Railroads, with terminals at deep water, centre in Baltimore; Colossal Municipal Piers; Great Jobbing Trade, Plants and Machinery Exempt from Taxation, etc, etc.



Y reason of its geographical location the City, from the very first days of the "iron horse," became a railroad center. It has, also, always been one of the important seaports of the country.

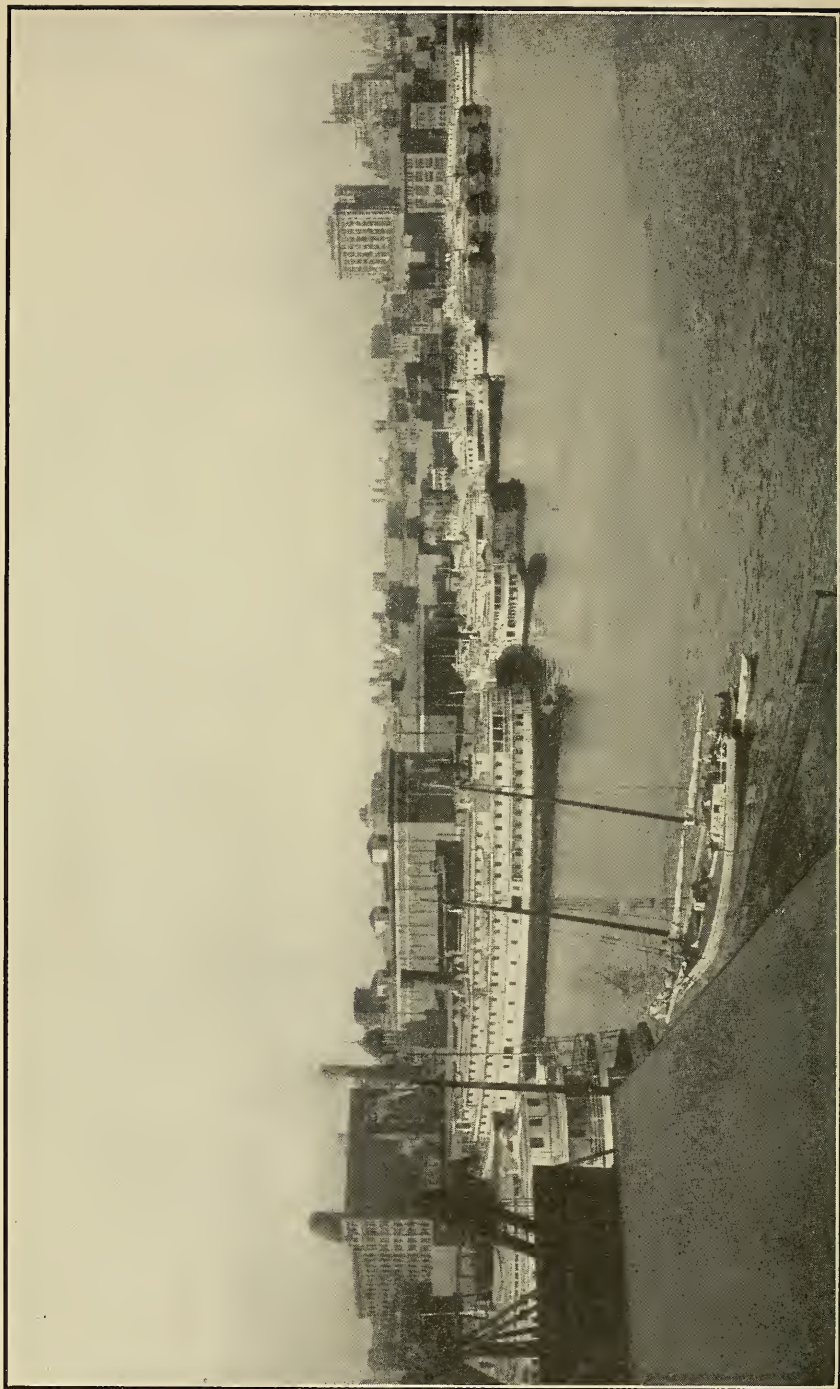
That Baltimore lived and thrived may be attributed to its natural maritime advantages. It early became a distributing point for merchandise that came over all seas and from all lands. It sent, and still sends, back ships burdened with products of every section of this country.

Long before steam became the propelling force of commerce, Baltimore's supremacy was assured. The Baltimore clipper was famous; it was sailing every sea and was seen in every port.

The City has a largely developed trade in every respect, particularly through the South. Being of the South, this seems natural, but Baltimore is not dependent upon sentiment alone.

As the metropolis of the South, Baltimore is the natural source of supply of this section, and its trade throughout the vast country is large and ever-increasing. Nor is Baltimore's sphere of commercial influence confined to the great region south of the Mason and Dixon line. Its merchants are invading the North. They have captured a good percentage of trade of Pennsylvania and New York State, and are successfully operating in the Ohio Valley.

As a jobbing center Baltimore ranks third among the cities of the United States. Its trade represents approximately \$400,000,000 annually.



STEAMBOATS AT LIGHT STREET WHARF

Vessels of this type carry passengers and merchandise from Baltimore to points on Chesapeake Bay and its numerous tributaries



THE HARBOR OF BALTIMORE

Baltimore has a splendid harbor. The channel leading from Baltimore is 35 feet deep and 600 feet wide, and there is a project under way to deepen it to 40 feet and to make it 1000 feet wide.

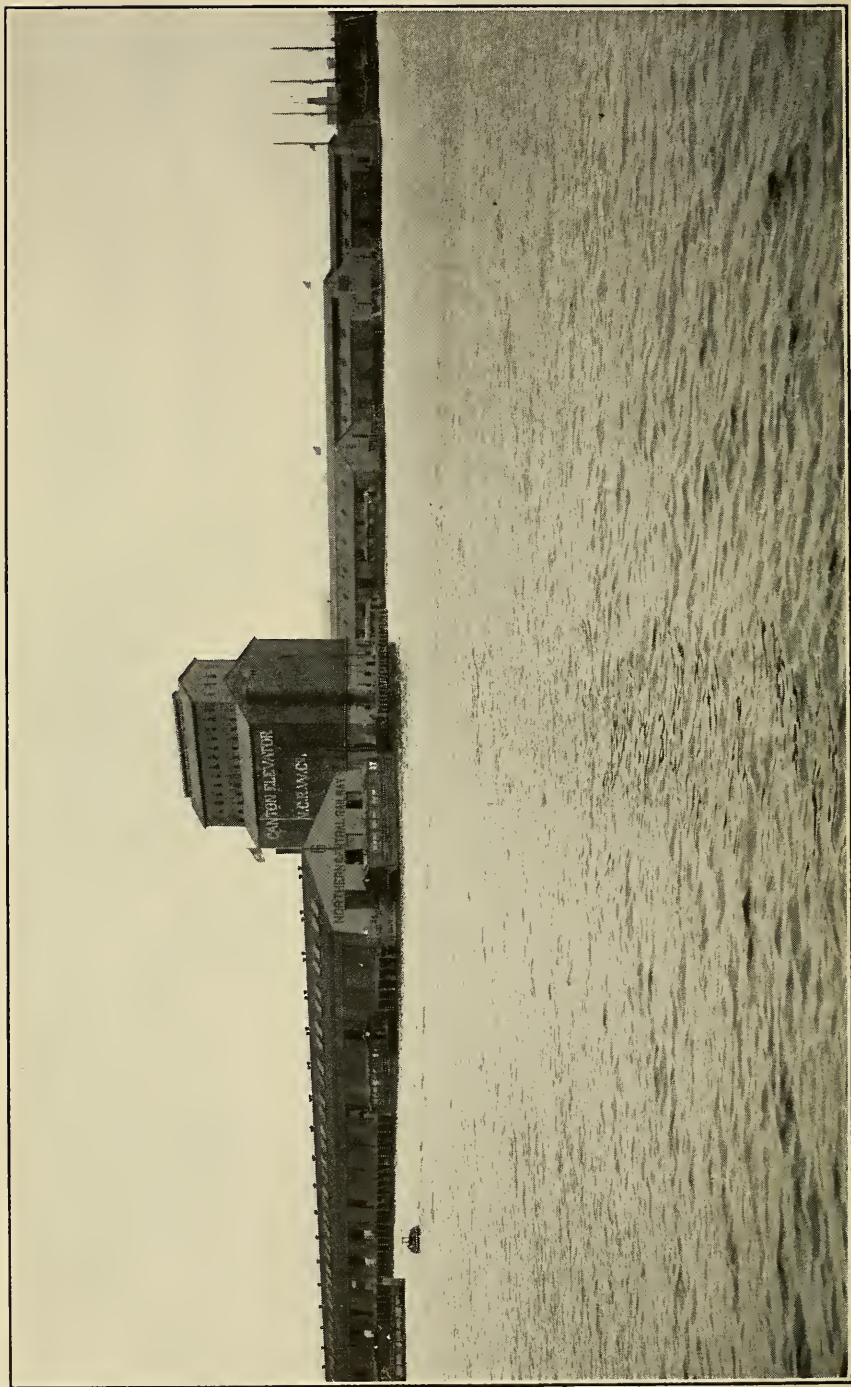
Baltimore is on the Patapsco River, a tributary of Chesapeake Bay, and is about 174 miles from the Atlantic Ocean as vessels travel. The harbor may be said to begin where the Patapsco and the bay meet, about 14 miles from the center of the City.

There are 18 miles of dockage and water front within the contracted City limits, and many times that area in the immediate environs.

Baltimore harbor, even within the City limits proper, can accommodate the largest vessels. Such first-class steamers, for instance, as the *Friedrich der Grosse*, which is 545 feet long, 59 feet 2 inches beam and 36 feet deep, with 20,000 tons displacement, enter and leave Baltimore harbor with ease and safety. Baltimore has a busy harbor. It is very picturesque and is a shelter for all manner of craft, from the ponderous Atlantic liner to the Chesapeake Bay oyster puny.



Fort McHenry



BALTIMORE'S TERMINAL FACILITIES

Grain Elevator, N. C. Railroad — The harbor is flanked on either side by elevators and piers, where the largest ships find accommodations

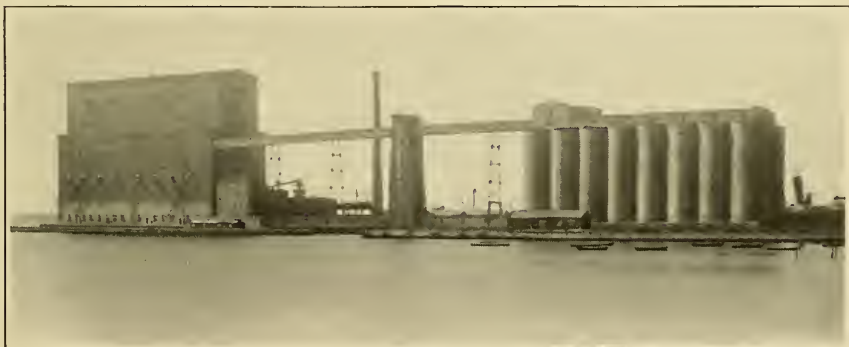


GRAIN RAPIDLY HANDLED

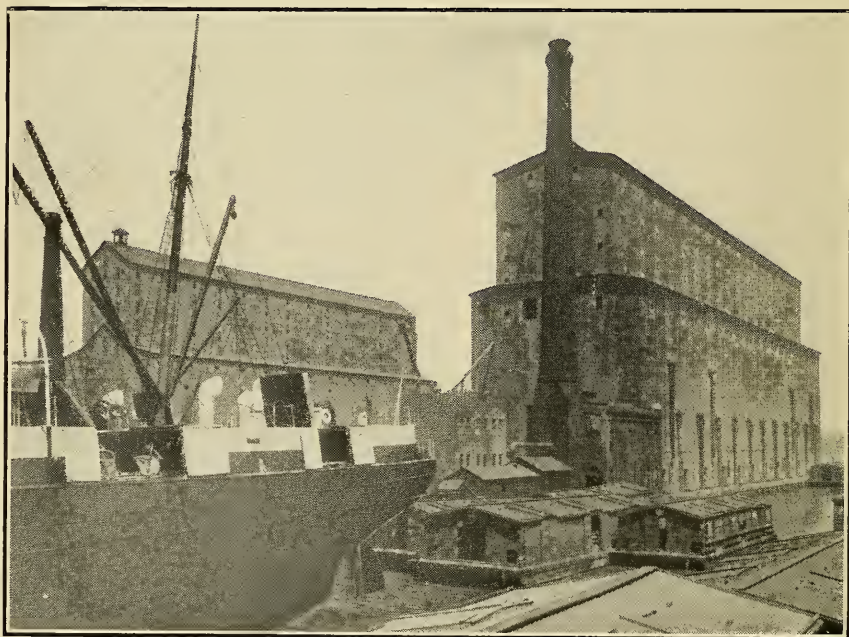
Baltimore has long been justly famous for handling export grain and has largely contributed to the nation's wealth through these facilities. Railroads had the foresight to build the present terminal elevators, which have a capacity of five and one-half million bushels, and properly to equip them with dryers to give "out of condition" grain deserved attention. They also established great terminal yards with facilities for rapid and safe unloading of cars. The elevators can place 2,000,000 bushels of grain aboard vessels in a day. The railroads have in every other way supported the efforts of grain merchants, who, for years, have labored to make this a favored market for domestic and export grain.

Baltimore Chamber of Commerce weighing and inspection departments are models of their kind, giving confidence and security at home and abroad. The port of Baltimore has received universal commendation because of this fact.

On grain for export from the Great Lakes there is a difference of three-tenths of a cent per bushel in Baltimore's favor, compared with New York and Boston. Baltimore formerly enjoyed a difference of nine-tenths of a cent per bushel, and a restoration of this is being urgently insisted upon through the proper channels. Nine-tenths is the present difference in Baltimore's favor on grain from the West, arriving all rail.



One of Baltimore's Great Grain Elevators



BALTIMORE'S TERMINAL FACILITIES
Great piers and grain elevators of the Baltimore & Ohio Railroad



MAP OF BALTIMORE'S SPHERE OF COMMERCIAL INFLUENCE

This should be consulted in connection with the freight Rate and mileage tables (exhibits 1, 2, 3, 4), on succeeding pages. These tables show by comparative figures, how much CHEAPER freight rates Baltimore enjoys to and from points on this map, than do cities to the North and East of Baltimore

COMPARATIVE freight rate tables and mileage schedule, which show conclusively the great advantage enjoyed by Baltimore, because of its geographical location. These were compiled from information furnished by Mr. Herbert Sheridan, Traffic Manager of the Chamber of Commerce, whose courteous assistance is gratefully acknowledged.

A TELLING FREIGHT RATE EXHIBIT. (No. 1)

Comparative classified freight rates from Boston, Providence, New York, Philadelphia and Baltimore to SOUTHERN points, showing the great advantage enjoyed by Baltimore.

Rail and water except as noted. Rates given in cents per 100 pounds.
Governed by Southern Classification except as noted.

FROM TO	BALTIMORE						BOSTON and PROVIDENCE						NEW YORK						PHILADELPHIA					
	CLASS						CLASS						CLASS						CLASS					
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
AUGUSTAGA.	89	75	65	53	43	34	96	81	70	58	47	37	96	81	70	58	47	37	96	81	70	58	47	37
MACONGA.	95	85	76	61	51	40	102	91	83	68	55	43	102	91	81	66	55	43	102	91	81	66	55	43
ALBANY.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	81	66	56	44	105	93	83	68	56	44
BRUNSWICK.....GA.	67	57	47	33	26	20	78	66	56	39	33	29	75	63	53	37	31	27	67	57	47	33	26	20
MONTGOMERYALA.	75	63	53	37	31	23							75	63	53	37	31	27	75	63	53	37	31	27
BIRMINGHAM.....ALA.	101	89	79	64	53	42	108	95	84	69	57	45	108	95	84	69	57	45	108	95	84	69	57	45
ANNISTON.....ALA.	107	92	83	70	57	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
ANNISTON.....ALA.	107	92	81	68	56	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
gRICHMOND.....VA.	e26	22	18	16	13	10	45	39	34	30	25	22	d32	27	23	20	15	12	f30	25	21	18	14	11
gNORFOLK.....VA.	f26	22	18	16	13	10	45	39	34	30	25	22	d32	27	23	20	15	12	f30	25	21	18	14	11
LYNCHBURG.....VA.	52	45	35½	24	20	16	54	47	38	25	22	18	54	47	38	25	22	18	54	47	38	25	22	18
RALEIGH.....N.C.	78	67	55	43	37	28	89	78	66	52	46	37	84	73	61	47	41	32	84	73	61	47	41	32
COLUMBIA.....S.C.	89	75	65	53	43	34	101	86	75	63	52	42	96	81	70	58	47	37	96	81	70	58	47	37
SPARTANSBURG.....S.C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49	114	98	86	73	60	49
GREENVILLE.....S.C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49	114	98	86	73	60	49
DARLINGTON.....S.C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39	98	87	74	60	50	39
DANVILLE.....VA.	64	56	44	32	26	21	75	67	55	41	35	30	70	62	50	36	30	25	70	62	50	36	30	25
EMPORIA.....VA.	68	55	46	33	28	22	83	73	60	44	39	33	73	60	51	37	32	26	73	60	51	37	32	26
NEW BERNE.....N.C.	55	46	38	33	27	22	66	57	49	42	36	31	61	52	44	37	31	26	61	52	44	37	31	26
WILMINGTON.....N.C.	57	46	37	32	24	16	68	57	48	41	33	24	63	52	43	36	28	19	63	52	43	36	28	19

CHARLOTTE.....N. C.	85	74	61	49	42	32	96	85	72	58	51	41	91	80	67	53	46	36	91	80	67	53	46	36
SUMTER.....S. C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39	98	87	74	60	50	39
CHARLESTON.....S. C.	62	52	47	35	27	19	75	63	53	37	31	27	72	60	50	35	29	25	72	60	50	35	29	25
ALLENDALE.....S. C.	92	85	70	58	49	40	103	96	81	67	58	49	98	91	76	62	53	44	98	91	76	62	53	44
ANDERSON.....S. C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49	114	98	86	73	60	49
ATHENS.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
SAVANNAH.....GA.	b57	47	37	29	24	19	75	63	53	37	31	27	72	60	50	35	29	25	b57	47	37	29	24	19
	72	60	50	35	29	21													72	60	50	35	29	25
COLUMBUS.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
ATLANTA.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
TUSCUMBIA.....ALA.	108	92	85	72	59	48	116	100	88	75	62	51	116	100	88	75	62	51	110	94	86	73	60	49
COLUMBIA.....ALA.	107	92	81	68	56	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
MOBILE.....ALA.	100	85	69	54	46	39	100	85	69	54	46	39	100	85	69	54	46	39	100	85	69	54	46	39
JACKSONVILLE.....FLA.	b67	57	47	33	26	20	78	66	56	39	33	29	75	63	53	37	31	27	b67	57	47	33	26	20
	75	63	53	37	31	23													75	63	53	37	31	27
PENSACOLA.....FLA.	67	57	52	42	37	32	75	65	55	45	40	35	75	65	55	45	40	35	69	59	53	43	38	33
NEW ORLEANS.....LA.	95	80	65	50	43	36	95	80	65	50	43	36	95	80	65	50	43	36	95	80	65	50	43	36
MERIDIAN.....MISS.	107	92	83	70	57	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
ABERDEEN.....MISS.	130	112	99	80	67	55	138	120	102	83	70	58	138	120	102	83	70	58	132	114	100	81	68	56
NATCHEZ.....MISS.	96	87	75	58	47	41	104	95	78	61	50	44	104	95	78	61	50	44	98	89	76	59	48	42

Freight rates are very important factors in the transactions of the merchant and manufacturer. Some one pays these rates. Some one is richer to the extent of money saved on freight rates. Some one can sell goods cheaper in proportion to the money thus saved. A great opportunity is offered those who purchase, trade and manufacture in Baltimore. The above table is to SOUTHERN points. Consult, also, the comparative freight tables to points southwest, west and northwest. Note the tremendous advantage Baltimore enjoys. These figures are a telling exhibit. Read the tables in connection with the comparative mileage schedule, showing how much nearer Baltimore is to southern, western and northwestern cities than are those to the north and northeast of Baltimore. Note, too, the map of Baltimore's sphere of commercial influence. These exhibits are a powerful argument in favor of Baltimore.

a— Governed by Official Classification.
b— Via M & M T Co. direct.
c— Via M & M T Co., Savannah and Rail.
d— Via Old Dominion S/S Co.
e— Via All Water or Rail and Water.
f— Via All Water.
g— Governed by Official Classification from Boston and Providence.

KEY TO NOTATIONS

A TELLING FREIGHT RATE EXHIBIT. (No. 2.)

Comparative classified, ALL RAIL, freight rates from EASTERN to WESTERN points, showing the CHEAPER rates enjoyed by Baltimore
 Rates given in cents per 100 pounds.
 Governed by official classification.

DECEMBER 1st, 1911.

TO FROM		BALTIMORE						BOSTON, NEW YORK						PHILADELPHIA					
		CLASSES						CLASSES						CLASSES					
		1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
CINCINNATI	OHIO.	57	49	41	27	23	19	65	57	44	30	26	22	59	51	42	28	24	20
HUNTINGTON	W. V.A.																		
CHARLESTON	W. V.A.																		
CHICAGO	ILL.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23
TERRE HAUTE	IND.																		
LEXINGTON	KY.																		
LOUISVILLE	KY.																		
EVANSVILLE	IND.	75	64	52	36	30	25	83	72	55	39	33	28	77	66	53	37	31	26
PEORIA	ILL.																		
DAYTON	OHIO.	55	47	39	26	22	18	63	55	42	29	25	21	57	49	40	27	23	19
COLUMBUS	OHIO.	51	43	36	24	20	17	59	51	39	27	23	20	53	45	37	25	21	18
ST. LOUIS	MO.	80	68	56	38	32	26	88	76	59	41	35	29	82	70	57	39	33	27
NASHVILLE	TENN.	83	70	57	39	33	28	91	78	60	42	36	31	85	72	58	40	34	29
MEMPHIS	TENN.	92	77	62	42	35	29	100	85	65	45	38	32	94	79	63	43	36	30
INDIANAPOLIS	IND.	62	52	44	30	25	20	70	60	47	33	28	23	64	54	45	31	26	21

A TELLING FREIGHT RATE EXHIBIT. (No. 3.)

Comparative classified, ALL RAIL, freight rates from WESTERN to EASTERN points, showing the CHEAPER rates enjoyed by Baltimore.

Rates given in cents per 100 pounds.
Governed by official classification.

DECEMBER 1st, 1911.

FROM	TO	BALTIMORE, MD.						BOSTON, MASS.						NEW YORK, N. Y.						PHILADELPHIA, PA.					
		CLASSES						CLASSES						CLASSES						CLASSES					
		1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
ST. LOUIS, MO. AND EAST ST. LOUIS ...	ILL. }	84.5	73	55.5	38	32	26	94.5	82	63.5	45	38	31	87.5	76	58.5	41	35	29	85.5	74	56.5	39	33	27
PEORIA	ILL. }	79.5	68.5	52	35.5	30	24.5	89.5	77.5	60	42.5	36	29.5	82.5	71.5	55	38.5	33	27.5	80.5	69.5	53	36.5	31	25.5
INDIANAPOLIS	IND. }	66.5	57.5	43.5	29.5	25	20	76.5	66.5	51.5	36.5	31	25	69.5	60.5	46.5	32.5	28	23	67.5	58.5	44.5	30.5	26	21
EVANSVILLE	IND. }	75.5	65	49.5	33.5	28.5	23	85.5	74	57.5	40.5	34.5	28	78.5	68	52.5	36.5	31.5	26	76.5	66	50.5	34.5	29.5	24
MEMPHIS	TENN. }	94	82.5	63	44.5	37	31	104	91.5	71	51.5	43	36	97	85.5	66	47.5	40	34	95	83.5	64	45.5	38	32
CHICAGO, ILL., TERRE HAUTE, IND., AND LOUISVILLE.....	KY. }	72	62	47	32	27	22	82	71	55	39	33	27	73	65	50	35	30	25	73	63	48	33	28	23
CINCINNATI, O., COVINGTON, NEWPORT AND MAYSVILLE, KY., PORTSMOUTH, O., HUN. TINGTON AND CHARLES- TON.....	W.VA. }	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5

A TELLING FREIGHT RATE EXHIBIT. (No. 4)

	BALTIMORE	NEW YORK		BOSTON	PHILADELPHIA
	MILES	SHORT	RAIL	MILEAGE	MILES
		MILES		MILES	
PITTSBURGH	328	440		654	349
CLEVELAND	463	575		662	484
TOLEDO	576	688		775	597
GRAND RAPIDS .MICH.	742	814		873	761
CHICAGO	796	908		1,002	817
COLUMBUS	512	631		800	540
CINCINNATI	579	747		925	656
INDIANAPOLIS	689	812		947	721
LOUISVILLE	693	861		1,050	770
ST. LOUIS	918	1,053		1,212	962
PEORIA	889	1,001		1,143	910
WASHINGTON	40	226		461	135
RICHMOND	156	342		577	251
WINSTON-SALEM	357	543		778	452
WILMINGTON	401	587		822	496
CHARLESTON	552	738		973	647
AUGUSTA	613	799		1,034	708
ATLANTA	689	875		1,110	784
SAVANNAH	658	844		1,079	753
JACKSONVILLE.....	795	981		1,216	890

Table of comparative distances showing how much nearer Baltimore is to Southern and Western Cities than are New York, Philadelphia or Boston. Hence, Baltimore enjoys cheaper freight rates than other cities mentioned. Consult Exhibits, 1, 2, 3



SPLENDID RAILROAD TERMINAL FACILITIES



ALTIMORE is the local and reshipping market for the fish, oyster and crab supplies of the fertile waters of the Chesapeake Bay and tributary rivers and streams.

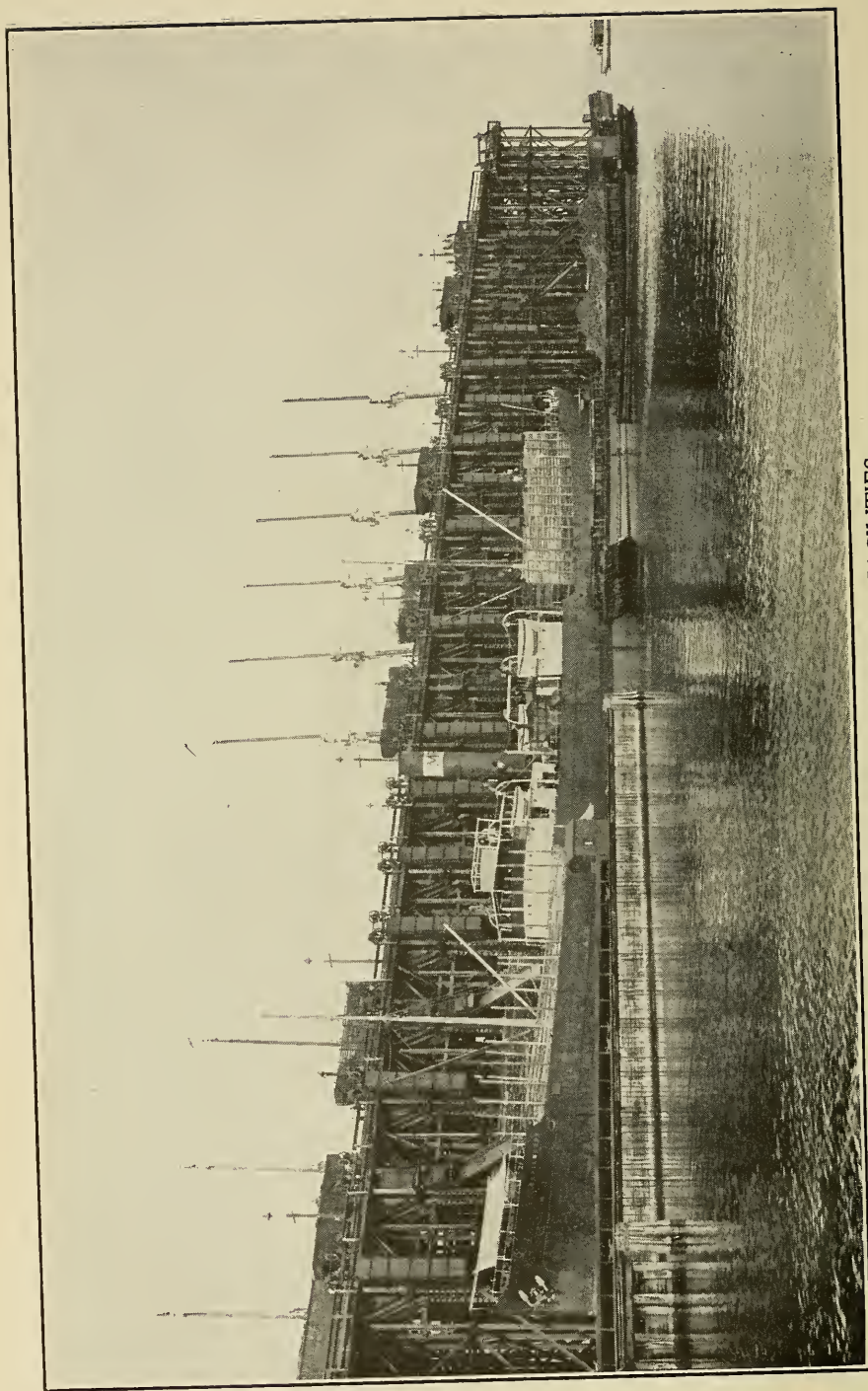
The railroads, Baltimore & Ohio, Pennsylvania and Western Maryland, have large docks with warehouses, cranes and facilities for storing and shipping all kinds of raw material and manufactured articles. Lighterage companies have tugs, scows and car floats, expediting commerce of the port.

The Baltimore & Ohio system has domestic and export elevators, hay sheds, terminals and storage warehouses, coal piers, and maintains general offices in Baltimore. The Baltimore & Ohio freight yards cover an area of 75 acres and have facilities for handling 2800 cars per day.

The Pennsylvania Railroad system has division offices in Baltimore and extensive terminals covering 102.5 acres. The company's export and domestic elevators, hay sheds and many terminal and storage warehouses are of the usual high type, and a new passenger station facilitates travel.

The Western Maryland Railway, like the other railroads above named, has freight terminals in the business district and storage warehouses at convenient locations. In addition, docks and warehouses on the water front give it opportunities for prompt handling of export and domestic shipments.

The co-operation between the Western Maryland and New York Central lines through the extension from Cumberland to Connellsville, and connection with the P. & L. E. R. R., will greatly benefit Baltimore, since new tonnage can be handled between Baltimore and the West under attractive conditions.



BALTIMORE'S TERMINAL FACILITIES
One of the immense coal piers of the Western Maryland Railway



THE BALTIMORE BOOK



COAL

The position Baltimore occupies in its ability to move by rail and water bituminous coal from the enormous deposits in Maryland and West Virginia gives the City a commanding position in the soft coal trade. There are 5,000,000 tons of coal annually exported from Baltimore.

Baltimore consumes 1,000,000 tons a year.

The United States collier Neptune recently took on at one of the coal piers 15,000 tons in one day.

PLANTS AND MACHINERY THAT ARE EXEMPT FROM TAXATION

Under a city ordinance, authorized by an act of Assembly, mechanical tools, implements, machinery and manufacturing apparatus, actually employed in the manufacture of articles of commerce in Baltimore, are exempted from city taxes, provided application be made annually before a specified time.

Machinery used in the generation of gas or electricity or in the issue or printing of newspapers or periodical publications is not entitled to the exemption.

Following is a table of exemptions from 1896 to 1912:

1896.....	\$3,405,055
1897.....	4,695,518
1898.....	4,829,912
1899.....	4,178,945
1900.....	5,593,270
1901.....	4,671,730
1902.....	4,875,396
1903.....	5,734,446
1904.....	6,203,784
1905.....	6,177,262
1906.....	7,527,328
1907.....	8,067,442
1908.....	8,842,573
1909.....	8,878,644
1910.....	9,434,978
1911.....	9,829,312
1912 (Estimated).....	10,185,458



WHERE IMMIGRANTS LAND

Thousands of foreigners annually find their way into America through this gateway



STEAMSHIP LINES

Baltimore, being one of the great ports of the Atlantic Coast, is in constant commercial intercourse with all parts of the world. There is a score or more lines of steamships engaged regularly in foreign trade, and they are represented by a multiplicity of vessels.

Foreign steamship lines having regular sailings from Baltimore are:

Johnston Line, Baltimore to Liverpool.

North German Lloyd, Baltimore to Bremen.

Puritan Line, Baltimore to Antwerp.

Blue Cross Line, Baltimore to Havre.

Neptune Line, Baltimore to Rotterdam.

Lord Line, Baltimore to Belfast and Cardiff.

Empire Line, Baltimore to Leith.

Atlantic Transport Line, Baltimore to London.

Hamburg-American Line, Baltimore to Hamburg.

Donaldson Line, Baltimore to Glasgow.

United Fruit Company Line, Baltimore to Jamaica.

Red Star Line, Baltimore to Antwerp.

Bristol Channel Line, Baltimore to Bristol, England.

Scandinavian-American Line, Baltimore to Copenhagen and Christiania.

United Fruit Company, Baltimore to Santo Domingo.

Atlantic Fruit Company, Baltimore to Jamaica.

Atlantic Fruit Company, Baltimore to Sama, Cuba.

S. Vicari Company, Baltimore to Sama, Cuba.

Jos. R. Foard Company Line, Baltimore to Colon and Central America.

Lanasa & Goffe Importing & Steamship Company, Baltimore to Jamaica.

Aside from the above, there are hundreds of steamships of the "tramp" or transient class, which are constantly arriving or



NEW UNION STATION, PENNA. R. R.



MT. ROYAL STATION, B. & O. R. R.



THE BALTIMORE BOOK



leaving port; also that rapidly vanishing class of vessels, the "square riggers."

Steamships which regularly ply between Baltimore and Atlantic Coast ports are fitted for first-class passenger service as well as freight. Commodious steamers leave daily, going North and South, carrying hundreds of passengers and tons of freight. Baltimore is likewise in water communication with Galveston, New Orleans and other ports on the Gulf.

It is estimated that 13,000 craft of all character sail between Baltimore and points on Chesapeake Bay and its tributaries. These vessels traverse all navigable waters of Maryland and Virginia, touching at the larger cities and hundreds of obscure landings. Bay steamers, as a rule, are large and modern, having excellent passenger accommodations. The oyster pungey, other small sailing craft and a multitude of power boats carry much of Baltimore's Chesapeake Bay commerce.



Typical Chesapeake Bay Steamer



A GLIMPSE OF THE SUBURBS

The country is very picturesque and offers limitless opportunities for splendid development



THE BALTIMORE BOOK



(Domestic Section)

LIVING CONDITIONS

Baltimore a City of Owned Homes ; Reasonable Food Prices ; Cheap Rents and Fine Markets ; Excellent Street Car Service ; Exceptionally Good Climate ; Oysters, Crabs and all Edibles in Abundance ; Baltimore offers a Great Opportunity to "Live Well".



IT has been stated that Baltimore is a City of homes. It is more than this. Baltimore is a City of OWNED homes. Houses of any class may be purchased upon terms that place OWNERSHIP within reach of the most humble wage-earner.

The report of the British Board of Trade, which recently made an exhaustive inquiry into the cost of living in American cities, lends force to this statement. It says:

"House ownership among the working classes of Baltimore has made great progress, and among American cities Baltimore claims to take a leading place in this respect.

"In 1900, 20.5 per cent. of all private dwellings in the City were owned unencumbered by their occupants; 7.4 per cent. were owned, but encumbered, while 72.1 per cent. were hired. The number of building loan societies is very large; some 200 having meeting places in the City.

"The future owner (purchaser) must, as a rule, provide about one-third of the proposed cost of the dwelling, and the society advances the balance and issues shares to the same amounts, upon which interest of 6 per cent. is charged until they are paid up; but in the meantime the borrower is entitled to dividends upon these shares.

"The single family dwellings enjoy an absolute predominance in Baltimore," says the report.

"In 1900 the percentage of families in dwelling-houses occupied by one family was 72.6, while the percentage in dwelling-houses occupied by two families was 20, and the percentage in dwelling-houses occupied by three or more families was 7.4."



SUBURBS OF BALTIMORE

Well paved streets and boulevards, flanked by stately mansions



THE BALTIMORE BOOK



This same report goes on and describes Baltimore as a "City of practically no tenements," as the tenement evil is understood in connection with other cities, and is authority for the statement, which is a well-known and established fact, that a house in Baltimore can be rented for about one-half a similar house in a like neighborhood can be rented for in New York.

Baltimoreans, at least, know how to live. Of the 107,424 private dwellings in the City, about 50 per cent. are two stories in height, modern in every detail, and are usually very attractive. Many of the latest style are "detached," have ornamental bay windows, and each, by law, must be provided with a bathtub and the best sanitary appliances.

A real home in Baltimore is within reach of all. And this home is on a good street, in a respectable neighborhood. Baltimoreans are not stowed away in the uppermost stories of unhealthy, insanitary tenement-houses, with dubious and doubtful associates under the same roof, and in an atmosphere of social, physical and moral impurity.

Baltimore has many stately mansions amid the environment of wealth and dignity, which are very impressive, but the thousands of small dwellings, sheltering thousands of contented families, each dweller in his or her own "castle," offer a splendid object-lesson.

The excellent system of street car lines enables a person to reach any part of Baltimore for a 5-cent fare, which also includes one free transfer. This is a great boon to the wage-earner who desires to live in the open away from the office, factory and workshop.



BALTIMORE MARKETS

Three views of Lexington Market, possibly the most famous in the country



BALTIMORE MARKETS

The habit of "going to market" is so fixed a custom, and so generally practiced as a part of the domestic routine by the Baltimore housekeeper, that markets are supported and flourish as they do nowhere else. Moreover, the markets, on market days, are one of the sights of the City. Few strangers come to Baltimore who do not join the picturesque throng at one of these centers. To see these markets in "full blast" is indeed interesting. Not only the markets themselves, but all approaches for squares take on the market environment. Along the streets are hundreds of wagons, converted into stalls, and scores of improvised shops line the curb; the flower girl, the ubiquitous faker, the country folk, the thrifty housewife, making her discriminating purchases, is a spectacle well worth witnessing.

Lexington Market is the most noted and is, possibly, without a serious rival in the country. It is very central, being contiguous to, in fact, within the retail shopping district. It is three squares long, but the market's "sphere of influence" extends for squares in all directions.

All markets are owned and under the control of the Municipality.

Center Market, built after the fire of February, 1904, on the site of Marsh Market, which was destroyed, is a splendid modern structure. It cost \$500,650 and extends from Baltimore to Pratt street, three blocks. There are two great halls over the northern (Baltimore street) end, which are used by the night classes of the Maryland Institute. Twelve hundred pupils may be comfortably accommodated here. There is also another large hall above the produce section, which will seat 2500 persons. The wholesale and retail fish market, connected with the Center, has been pronounced the most complete in the world.

The Baltimore markets are: Belair, Canton, Center, Cross Street, Fells Point, Hanover, Hollins, Lafayette, Lexington, Northeast, Richmond.



BALTIMORE'S FOOD SUPPLY
Produce and Fish Markets



A NOTED FOOD SUPPLY CENTER

BALTIMORE'S markets are a success because of the great variety and character of the foodstuffs on sale. The investigators for the British Board of Trade, who recently made a study of living conditions in American cities, were struck by this advantage, and in their report said:

"Baltimore is a noted food supply center—fruits, vegetables, dairy products, poultry and meat are produced in the fertile districts of the State of Maryland, and the shores of the Chesapeake are especially favorable for those branches of agriculture. The City is remarkable among the large cities of the United States for the abundance and varied character of its retail markets. In the principal districts of the City are covered markets, where all kinds of meat, vegetables, fruit, butter and eggs are on sale."

The report also refers to the extensive patronage enjoyed by the markets, and the great number of butcher stalls receive particular mention.

Baltimore is singularly fortunate as to food supply, as the British report says. Things regarded as luxuries elsewhere are here matters of every-day commonplace diet. The City being situated within two hours' ride of the mountains, and at the very door of a great trucking region (the adjacent counties of Maryland), has a wonderful advantage. The great Chesapeake Bay and the Patapsco River yield up an enormous supply of crabs, oysters and fish. Several lines of steamers bring tropical fruits in abundance. Maryland is the home of the terrapin and the canvas-back, and Baltimore is the gastronomic center, where these delicacies are prepared and where they are consumed in large quantities.

Baltimore offers the best of foodstuffs in abundance; its markets fairly bulge with the products of the season; reasonable prices make it possible for those of limited income to enjoy the benefits of these exceptional advantages, facts that contribute to Baltimore's reputation as an exceptionally desirable place of residence.



WASHINGTON MONUMENT AND VICINITY
This is the first monument erected to George Washington



MISCELLANEOUS SECTION

Population ; Baltimore a Leading Educational Center ; Aquatic Sports ; Theatres ; Hotels ; Churches ; Monuments ; Climate



VERY unique situation is presented in connection with the enumeration of the population of Baltimore. According to the United States Census report for 1910, the City's technical population is 558,485 and its actual population 647,884.

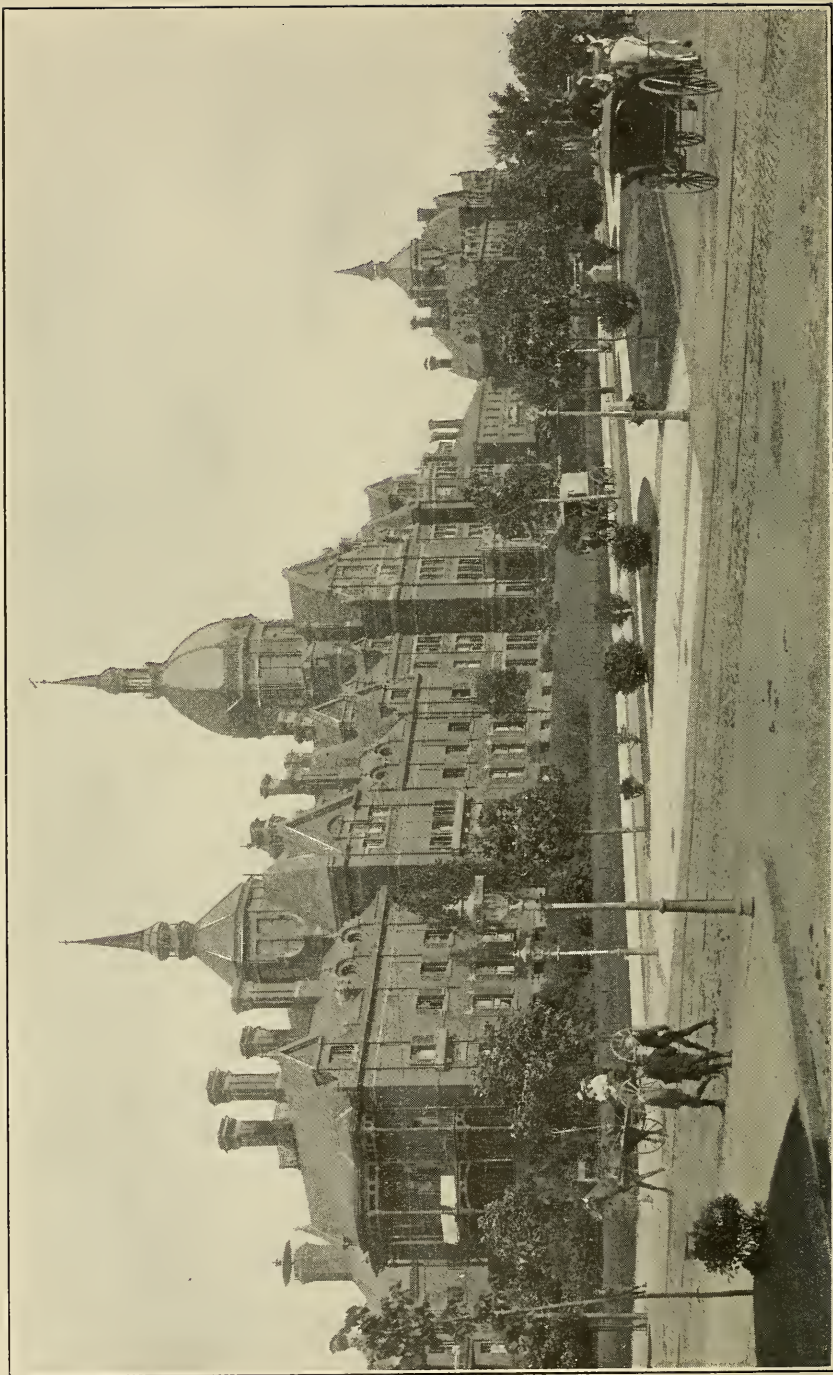
This curious condition was of sufficient import to call from Director Durand of the Census a special report August, 1911. In this he refers to the distinction to be made in favor of Baltimore when comparing the population of cities. The numerical peculiarity concerning Baltimore's population arises from the fact that its corporate limits have not been extended correspondingly as the City grew in population.

The census reports show that Baltimore has actually grown apace, and is the most densely populated City in the country, but that thousands of Baltimoreans who live "just over the line" are not listed as residents. At the same time they are not divided from the corporate limits by squares of unimproved lots, but live on well-paved streets, in "built-up" sections which, in some instances, extend a mile beyond the present limits.

According to the census 90,000 persons thus outside the technical bounds are so essentially a part of Baltimore in their business and social relations that they should be included when a comparison of cities is made.

Baltimore has $31\frac{2}{3}$ square miles within its contracted limits, and its population within these bounds is, according to the census, 558,485. St. Louis, with $61\frac{1}{3}$ square miles, twice the area of Baltimore, has a population of 687,029.

St. Louis ranks fourth, but it can be appreciated how quickly Baltimore would arise to dispute that claim if its area were doubled.



THE JOHNS HOPKINS HOSPITAL
Baltimore's world famous medical institution



BALTIMORE AN EDUCATIONAL CENTER

Baltimore, as a center of learning, is proud of one of the leading institutions of the world—the Johns Hopkins University. This is the foremost institution in the United States devoted to research work.

The Johns Hopkins Hospital, with its educational features, is unequaled by any similar organization. It, too, is world famous.

The Goucher College of Baltimore, formerly the Woman's College, has a fixed place among the advanced educational institutions of the country.

The city also boasts of the Peabody Institute, the Maryland Institute of Art and Design, the Walters Art Gallery, which is far-famed; the Enoch Pratt Free Library, with its multiplicity of branches; the Maryland University, with its various departments of learning, and a score of other institutions devoted to culture and intellectual pursuits. Aside from these there are the Baltimore public schools with their several colleges. These are referred to at length elsewhere.

There are many medical colleges in Baltimore, as well as others devoted to law. The City, in fact, may be aptly described as a "College Town." Thousands of students, representing not only this but almost every country of the civilized world, have received and are receiving their education in Baltimore, which occupies a commanding position in the arts, sciences and culture generally.

For the study of painting, music and sculpture, Baltimore offers unexcelled opportunities, and large numbers of pupils from various sections are taking advantage of these.

The Baltimore College of Dental Surgery is the oldest college of this kind in the world.



GOUCHER (Woman's College) COLLEGE



MARYLAND INSTITUTE — School of Art and Design



BALTIMORE'S EXCELLENT CLIMATE

Baltimore has an excellent climate. The city is so situated that it does not experience the extremes of weather. It is free from the rigors of the North and yet it is not inflicted with the continued enervating heat of the South. The changing seasons are one of the delights of the locality. There is no monotony; no prolonged hot, dry spell to face in summer, and no long, dreary, severe winter, with its accompanying hardships. The winters are short, being relieved by beautiful spring and fall conditions. The rainfall is well distributed throughout the year and destructive storms are practically unknown.

Baltimore is, likewise, free from all other elemental disturbances, which, in some sections, are a source of constant unrest, if not actual peril.

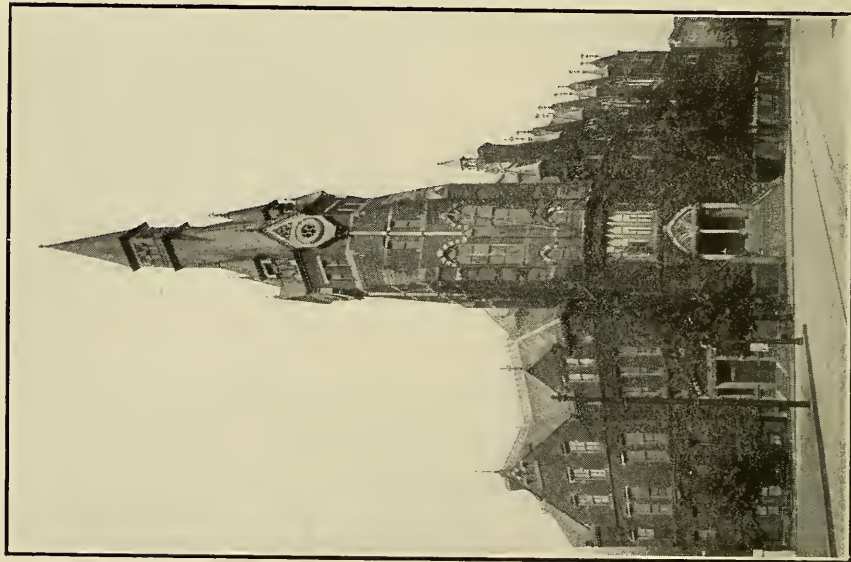
AMPLE HOTEL ACCOMMODATIONS

Baltimore has splendid hotels. In this respect it is abreast of any city of the country of its size, and far ahead of the majority.

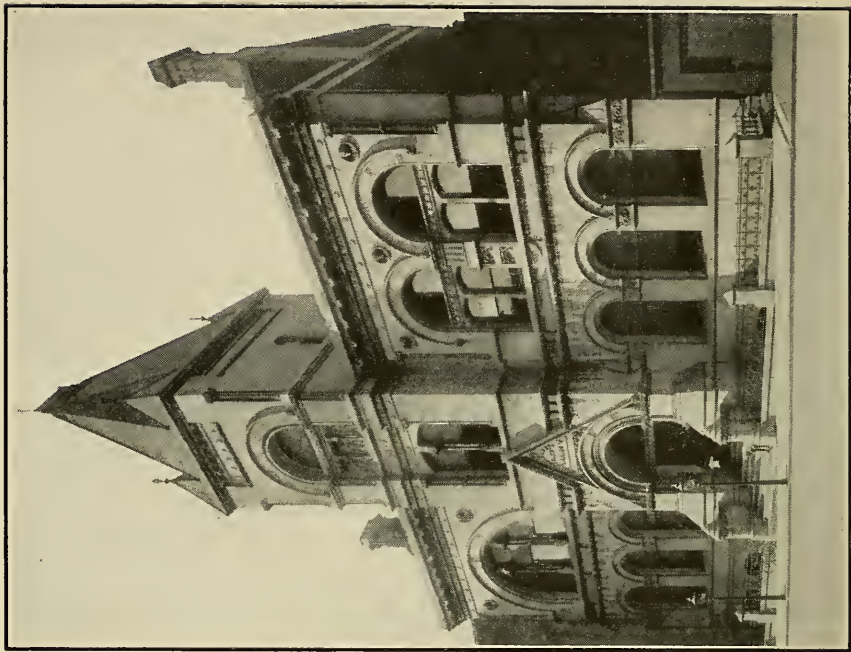
Just at present it is better equipped than ever, owing to the recent establishment of several large hotels. These are great institutions, designed on a large scale, built on a large scale, and operated in accordance with advanced ideas and methods.

There are scores of hotels so the visitor will have no difficulty finding accommodations at reasonable rates.

Baltimore as a "Convention City" has entertained thousands of visitors without inconvenience to guests, and it is now better prepared than ever to assume this agreeable responsibility.



STATE NORMAL SCHOOL



ENOCH PRATT FREE LIBRARY, Main Building



AMUSEMENTS—AQUATIC SPORTS—THEATRES

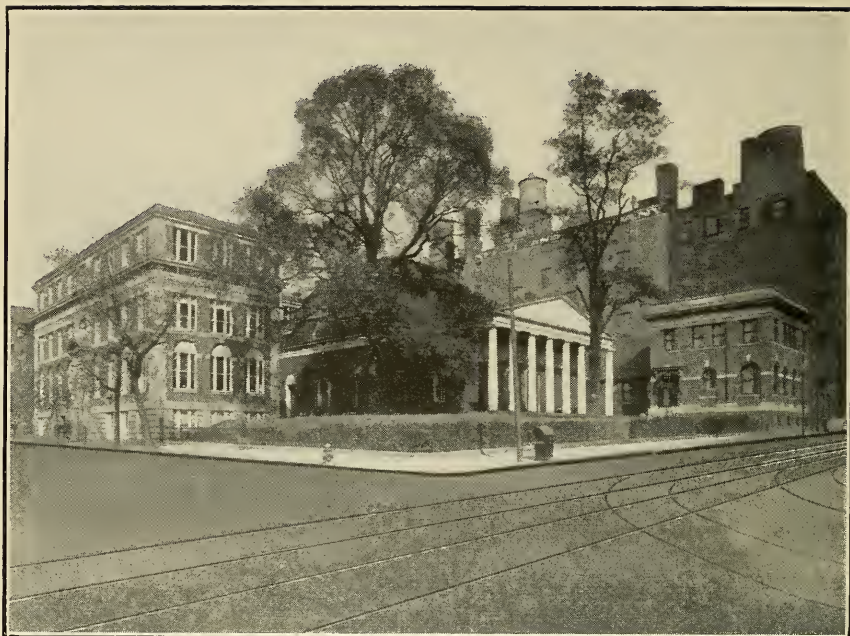
Miles of water front afford Baltimoreans unlimited opportunity for aquatic sports. Yachting, boating, crabbing, fishing are pastimes within the reach of the most humble.

Any man may have his little power or sail boat, which at once extends his suzerainty, not only over the Patapsco River, but the great Chesapeake Bay. Here he may disport himself at will. Baltimore offers a great opportunity to the man with a boat. A race on the Patapsco between the trained crews of rival clubs is a sight never to be forgotten.

The pleasure seeker, who disdains the lure of salt water and the thrills of the nibble, has a splendid collection of theatres, including grand opera, for Baltimore boasts of first-class, wholesome amusement features, where the cream of the passing show may be seen. The City's theatres are all modern and commodious, and public taste demands and receives the best that the stage has to offer.



Patapsco River—Quarantine



THE UNIVERSITY OF MARYLAND



PEABODY INSTITUTE



POINTS OF INTEREST IN BALTIMORE

NOTE:—The places listed are approximately contiguous; that is, in order named, one is not far removed from another. Hence, it will be possible to “swing around the circle” by going from point to point, beginning at Washington Monument.

Washington Monument (180 feet high).—The first monument to George Washington. Charles and Monument Sts. (Mt. Vernon Place).

In the immediate vicinity of the monument are:

The Peabody Institute, school of music, art, library, statuary and paintings—Monument and Charles streets.

Statues of:

George Peabody—Mt. Vernon Place; Chief Justice Roger Brooke Taney, General John Eager Howard. Washington Square (Charles street and Madison)—Severn Teackle Wallis—Washington Square, near Centre street.

Mt. Vernon M. E. Church.—N. E. corner Monument St. and Charles (Mt. Vernon Place).

Walters Art Gallery.—The finest private art collection in America. N. W. corner Charles and Centre Sts.

Unitarian Church.—Magnificent specimen of colonial architecture. N. W. corner Charles and Franklin Sts.

Y. M. C. A. Building.—Cathedral and Franklin Sts.

Roman Catholic Cathedral.—Cathedral and Mulberry Sts.

Cardinal's Residence.—Charles and Mulberry Sts.

Enoch Pratt Free Library.—Main building. Mulberry, near Cathedral St.

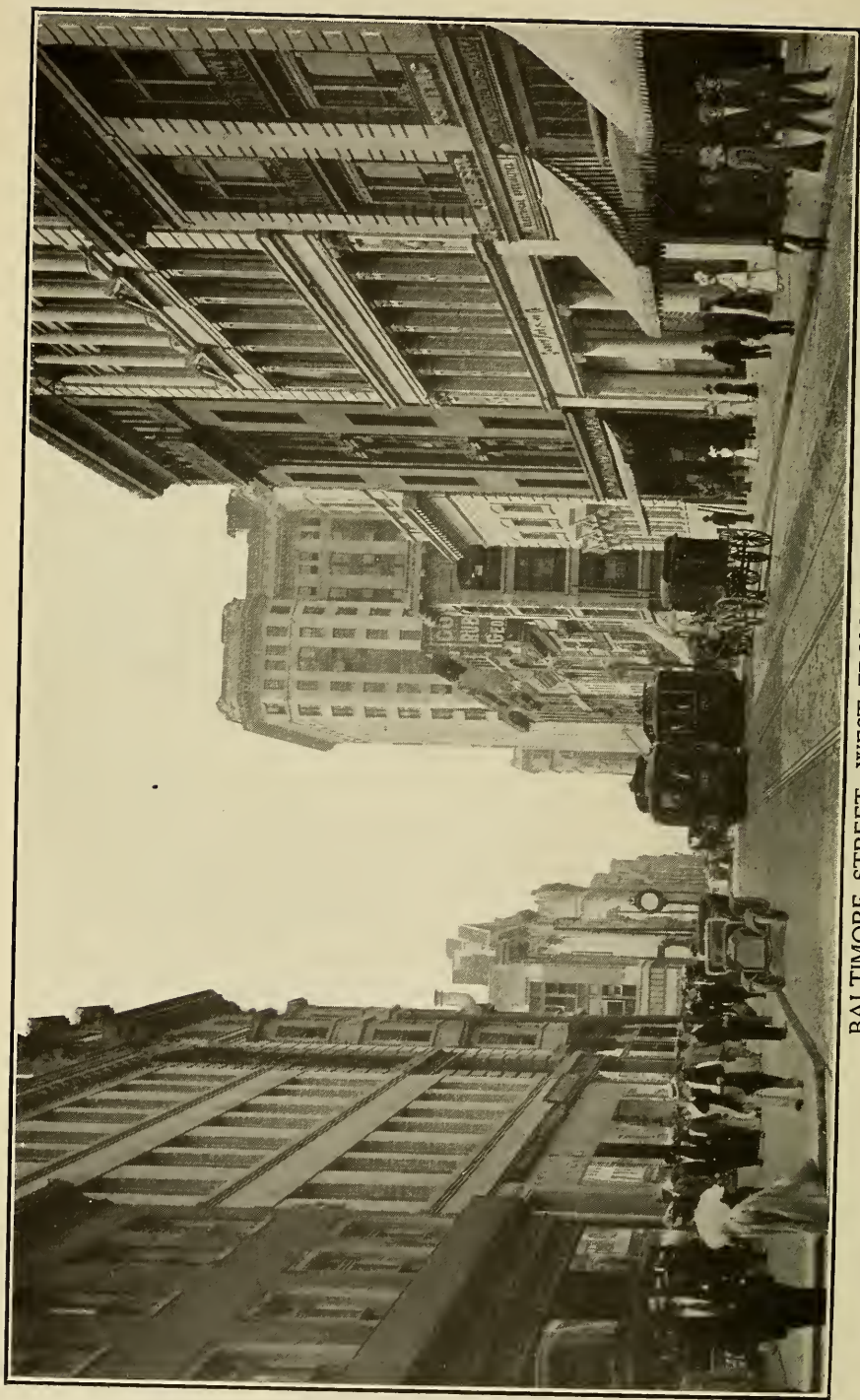
The Johns Hopkins University Buildings.—Howard and Ross Sts.

Baltimore City College.—Howard St., opposite Centre St.

Lee House.—Residence of General R. E. Lee (with U. S. Engineer Corps) during erection of Fort Carroll at entrance to Baltimore harbor. Madison Ave., near Biddle St.

Fifth Regiment Armory.—Baltimore's great convention hall. Hoffman and Bolton Sts.

Mount Royal Station, B. and O. R. R.—Cathedral St., Preston St. and Mt. Royal Ave.



BALTIMORE STREET, WEST FROM NEAR CALVERT
All buildings in picture were erected since fire of 1904



Bryn Mawr School.—Cathedral and Preston Sts.

Revolutionary War Monument.—Mt. Royal Ave., Cathedral and Oliver Sts.

Union Station, Penna. R. R.—Charles St. and Jones Falls.

Goucher College, formerly "Woman's College."—St. Paul St., between 22d and 24th Sts.

Watson Monument.—Mexican War shaft. Mt. Royal Ave. and Lanvale St.

Maryland Institute.—School of art and design. Mt. Royal Ave. and Lanvale St.

Confederate Monument.—Mt. Royal Ave., near Lanvale St.

Soldiers and Sailors' Monument.—Druid Hill Park, between Druid Lake and Mt. Royal Reservoir.

Druid Hill Park.—Six hundred and seventy-four acres, noted for its natural beauty. One of the finest parks in America.

Francis Scott Key Monument.—Erected to author of Star Spangled Banner. Lanvale and Eutaw Sts.

Lexington Market.—Baltimore's famous market. Lexington St., from Eutaw to Pearl Sts.

Edgar Allan Poe's Tomb.—In Westminster Presbyterian Churchyard. S. E. corner Fayette and Greene Sts.

Fourth Regiment Armory.—Fayette St. near Paca St.

Maryland Workshop for the Blind.—S. W. corner Fayette and Paca Sts.

Camden Station, B. and O. R. R.—Camden and Eutaw Sts.

Mt. Clare Shops, B. and O. R. R.—Where early locomotives were built. Pratt St., from Poppleton to Carey Sts.

Mt. Clare Station.—Where first telegraph message, "What hath God wrought," was received. Poppleton St. and B. and O. R. R.

Carroll Park.—With colonial mansion of Charles Carroll, barrister.

Fort McHenry.—During bombardment of which Francis Scott Key composed the "Star Spangled Banner."



CALVERT ST. NORTH FROM BALTIMORE ST.
In the center is Battle Monument



THE BALTIMORE BOOK



Fort Carroll.—Mid stream at entrance of Baltimore harbor Erected 1848-1852 under direction of General R. E. Lee, then of U. S. Engineers.

Piers at which large ocean steamers dock.—Locust Point, near Fort McHenry.

Riverside Park.—Formerly Fort Covington, which prevented a land attack upon Fort McHenry during bombardment in 1814. Randall and Johnson Sts.

Federal Hill Park.—Used as a fort during the Civil War. Hughes St. and Battery Ave.

Armistead Monument.—To memory of Lieutenant Colonel George Armistead, War 1812-14. Federal Hill Park.

Where the Fire of 1904 Started.—S. E. corner German and Liberty Sts.

Congress Hall.—A tablet on the wall east side of Liberty St., south of Baltimore St., says:

"On this site stood Old Congress Hall, in which the Continental Congress met December 20, 1776, and on December 27, 1776 conferred upon General Washington extraordinary powers for the conduct of the Revolutionary War."

Hood Monument.—Erected by City to John Mifflin Hood, President of Western Maryland R. R. 1874-1902.

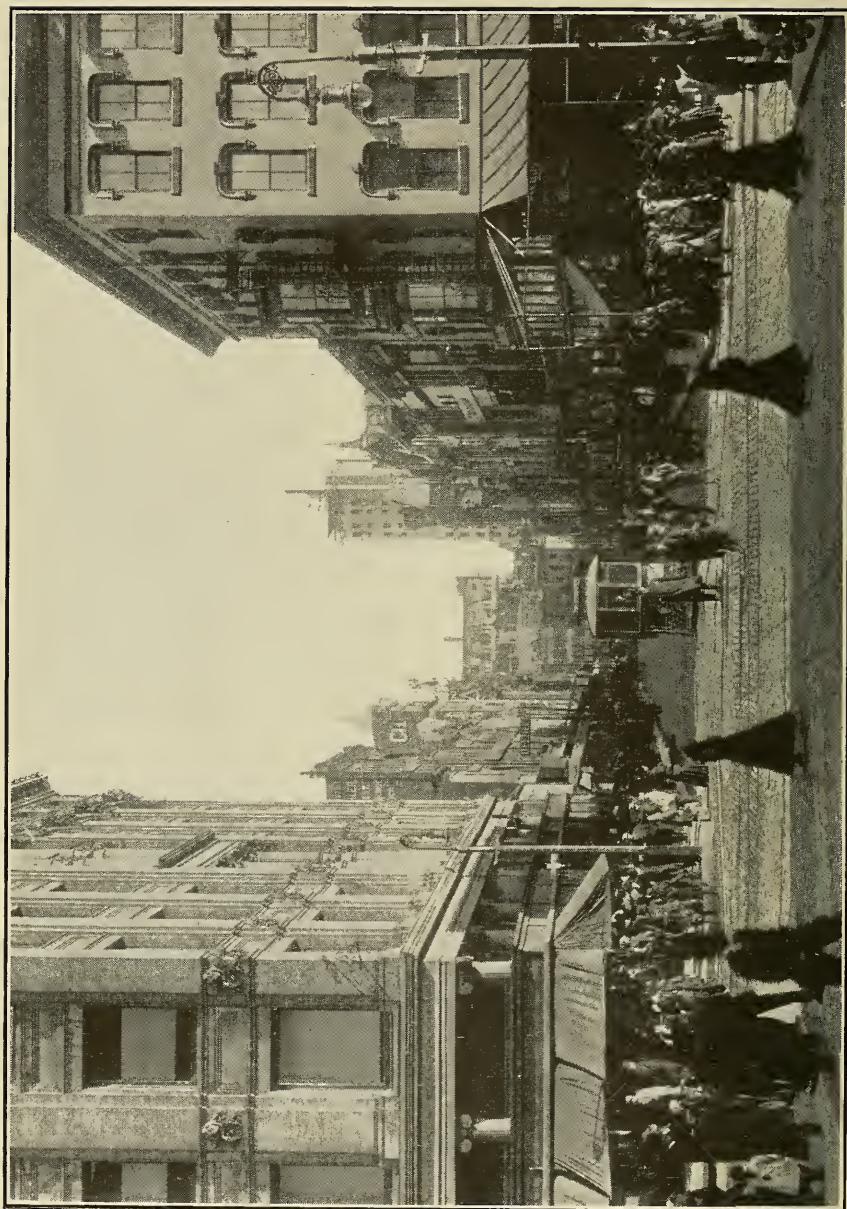
Baltimore and Ohio Office Building.—Main offices of B. and O. R. R. N. W. corner Charles and Baltimore Sts.

Maryland Historical Society Building.—Historical documents, paintings, statuary, etc. N. W. corner St. Paul and Saratoga Sts.

Court House.—One of the finest Court House buildings in America. Calvert and Lexington Sts.

Battle or Baltimore Monument.—Erected in memory of soldiers who fell in defense of Baltimore during British attack, September 12-13, 1814. Calvert St., between Fayette and Lexington Sts. (Monument Square).

Post Office.—Fayette and Calvert Sts.



LEXINGTON STREET, EAST FROM HOWARD

A section of Baltimore's busy shopping district, where one is always assured of meeting an animated crowd.



THE BALTIMORE BOOK



City Hall.—Fayette, North, Holliday and Lexington Sts.

Custom House.—Gay and Lombard Sts.

Centre Market.—Market Space and Baltimore St.

President Street Station, P. B. & W. R. R.—President and Fleet Sts.

Shortly after leaving this depot the Sixth Massachusetts Regiment was attacked, 19 April, 1861.

Wells and McComas Monument.—To the memory of two sharpshooters who shot Major General Ross, September 12, 1814. Ross commanded the British forces at Battle of North Point. Gay, Monument and Aisquith Sts.

The Johns Hopkins Hospital.—World-famous institution. Monument St. and Broadway.

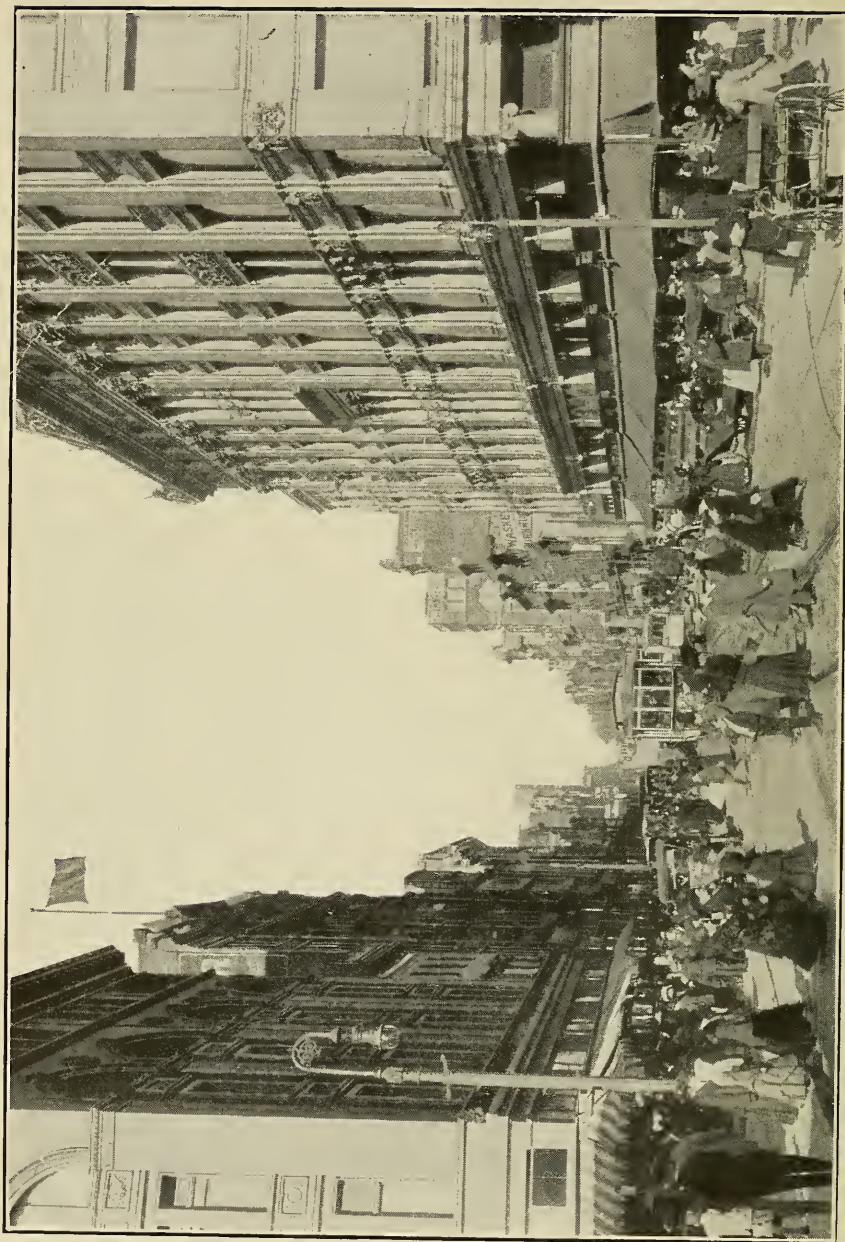
Wilkey Monument.—To Thomas Wilkey, founder of first lodge Independent Order of Odd Fellows in America. Broadway Square, near Fayette St.

Patterson Park, one of Baltimore's finest public reservations. Contains breastworks erected during war of 1812. Patterson Park Ave. and Baltimore St.

Columbus Monument.—In grounds of Samuel Ready School, North Ave. and Broadway. Claimed to be the first monument erected in the United States to Christopher Columbus. Genuineness of claims disputed and story advanced that the former owner of the estate, Samuel Ready, was an enthusiastic horseman and raised the shaft (66 feet) over the spot where a favorite steed is buried.

Eastern Female High School.—S. E. corner Broadway and North Ave.

Clifton Park.—With the summer residence of the late Johns Hopkins, founder of University and Hospital bearing his name.



HOWARD STREET, NORTH FROM LEXINGTON STREET
Another view of the shopping district



BALTIMORE HISTORY

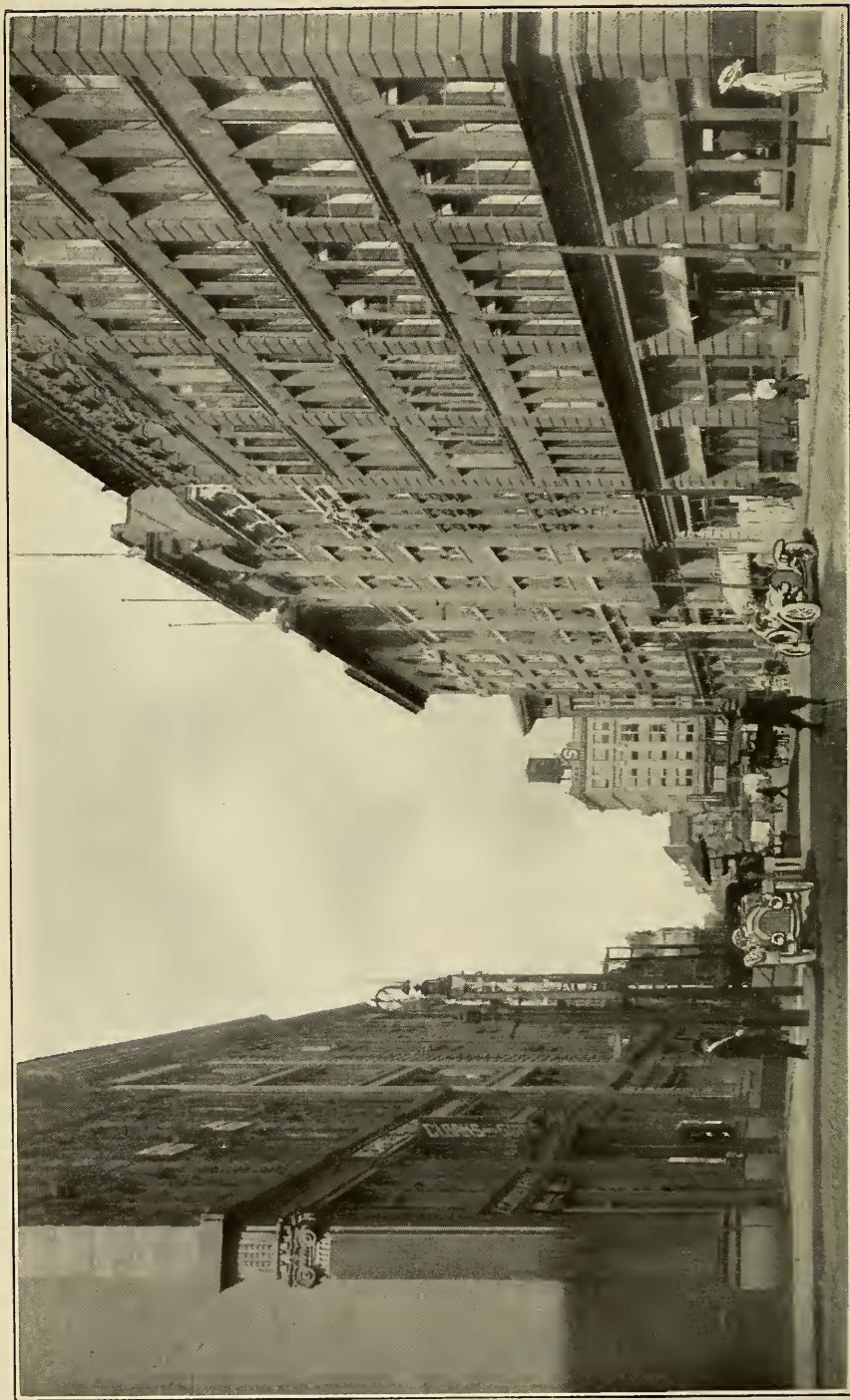
1608-1911

To begin at the very beginning of direct historical information concerning Baltimore, one must go back to the year 1608.

June 2nd, 1608, Capt. John Smith, whose life is reputed to have been saved by Pocahontas, having settled Jamestown, started from the vicinity of Cape Henry, on the first of his two famous explorations of the Chesapeake Bay. During this expedition, which lasted nineteen days, he visited every inlet on both sides of the Bay, from the Capes to the Patapsco River (named by Smith, Bolus), sailed up that stream, and from him we get the first information concerning the region, now Baltimore. Smith and his followers were, therefore, the first white men to set eyes on the present site of the city. There is no question about Smith's visit to this locality. He prepared an excellent map of the Chesapeake and its tributaries. The Patapsco River, then, of course, unnamed, he called "Bolus", because of the red clay resembling "bole armoniack," along its banks. The red clay or "bole" was a covering for deposits of iron ore, afterward discovered and mined. The first of these mines was owned and worked by John Moale, at Moale's Point, along Spring Gardens. Smith's map indicates quite an extensive knowledge of the topography of this section. He went up the "Bolus" for a considerable distance. On his voyage he had 14 companions and used a barge of between two and three tons, propelled by sail and oar. He had exciting and interesting experiences with Indians.

Following Capt. Smith's explorations in this vicinity, there is a lapse of years before the thread of the narrative can be taken up by the historian.

In the absence of proof to the contrary, it must be assumed that Indians roamed over the site of Baltimore at will, or at



SHARP STREET (HOPKINS PLACE), NORTH FROM LOMBARD

A part of Baltimore's Wholesale District



least without interference from white men; for it was not until 1661 that history records the second step in the advance of civilization.

In 1661 the first surveys were made, pursuant to land grants, and henceforth this section became the permanent habitation of white men. Tract after tract was taken up by settlers, and in 1706 Locust Point, then "Whetstone Point," was made a port of entry.

INTERESTING EVENTS IN HISTORY OF BALTIMORE GIVEN CHRONOLOGICALLY

Captain John Smith sails from lower Chesapeake on the first of his explorations of Chesapeake Bay. He and his followers were the first white men to see the locality, now City of Baltimore, 2 June, 1608

Charles Gorsuch, a member of the Society of Friends, patents 50 acres at Whetstone Point (Locust Point). Whether Gorsuch actually resided on the Point is not known.....24 Feb., 1661

David Jones, reputed to be the first actual settler, "took up" and had surveyed 380 acres of land along the eastern bank of a stream, now Jones Falls, the Falls inheriting its name from the original resident. Jones built a house in the vicinity of what is today Front Street, near the stream.....15 June, 1661

Cæcilius Calvert, second Lord Baltimore, becomes Governor of Maryland under Charter from Charles I of England; from Cæcilius (Lord Baltimore) this City derives its name.....1662

NOTE:—The original grant of the territory called Maryland was obtained by Sir George Calvert, first of the Barons of Baltimore, in 1632. Sir George died before the Charter was actually issued, and the grant devolved upon his son Cæcilius, who became the real founder of Maryland, although he never visited the Colony. Cæcilius, however, sent out settlers under his younger brother Leonard.

Alexander Mounteney "takes up" two hundred acres of land on each side of Harford Run, a stream since covered, and now Central Avenue1663

John Howard patents a tract, which includes a large part of South Baltimore, between the Middle and Northwest branches of the Patapsco1668



PRATT STREET, EAST FROM LIGHT STREET



THE BALTIMORE BOOK



Thomas Cole took five hundred and fifty acres, bounded now approximately by Paca, Mulberry, High and Lombard streets, the tract known as Cole's Harbor.....1668

James Todd obtains a warrant for Cole's Harbor and has it re-surveyed; granted a patent June 1, 1700, under the name of Todd's Range. Patent later void.....1698

Whetstone Point, by Act of Legislature, was made a port of entry, the first within the now city limits.....1706

Mill erected by Jonathan Hanson, who acquires 31 acres, at about the point where Bath and Holliday streets intersect.....1711

Iron ore discovered at Whetstone Point. This tract was re-surveyed March 29, 1723, and passed into the hands of the Principio Furnace Company, which concern seems later to have started smelting works in other parts of the Colony of Maryland.....1723

NOTE:—There is no little confusion concerning the early grants and patents, which were sometimes reconveyed, and others became the subject of litigation, but the foregoing, as conspicuous transactions and incidents are sufficient for present purposes to show that the history of Baltimore antedates 1729-30, when the town was officially laid out.

Act authorizing "erection" of Baltimore Town passed....8 August, 1729

Town Commission meet and officially survey 60 acres.....12 Jan., 1730

Jones Town, east of Baltimore Town, laid out.....22 Nov., 1732

P. E. Parish Church, built on site afterwards occupied by St. Paul's Church, corner Charles and Saratoga streets, begun 1730, completed1739

Baltimore and Jones Towns consolidated and incorporated as Baltimore town.....1745

Subscription of £100 by citizens for building a market-house and town-hall, erected 10 years later, at northwest corner Gay and Baltimore streets.....23 April, 1751

32 acres annexed, known as "Hall's addition" to Baltimore Town...1753

Mount Clare House erected by Charles Carroll, barrister; built of imported brick.....1754

A number of Acadian exiles settle in Baltimore.....1756

Baltimore made the county seat, and courthouse erected where Battle Monument now stands.....1768

Mechanical company organized, and a fire-engine purchased.....1769

First umbrella in the U. S. (brought from India) used here.....1772

Baptist Church erected corner Front and Fayette streets, afterwards site of the shot tower.....1773

First newspaper, the Maryland Journal and Baltimore Advertiser, established by William Goddard; first issue.....20 August, 1773

Stage route opened to Philadelphia.....1773



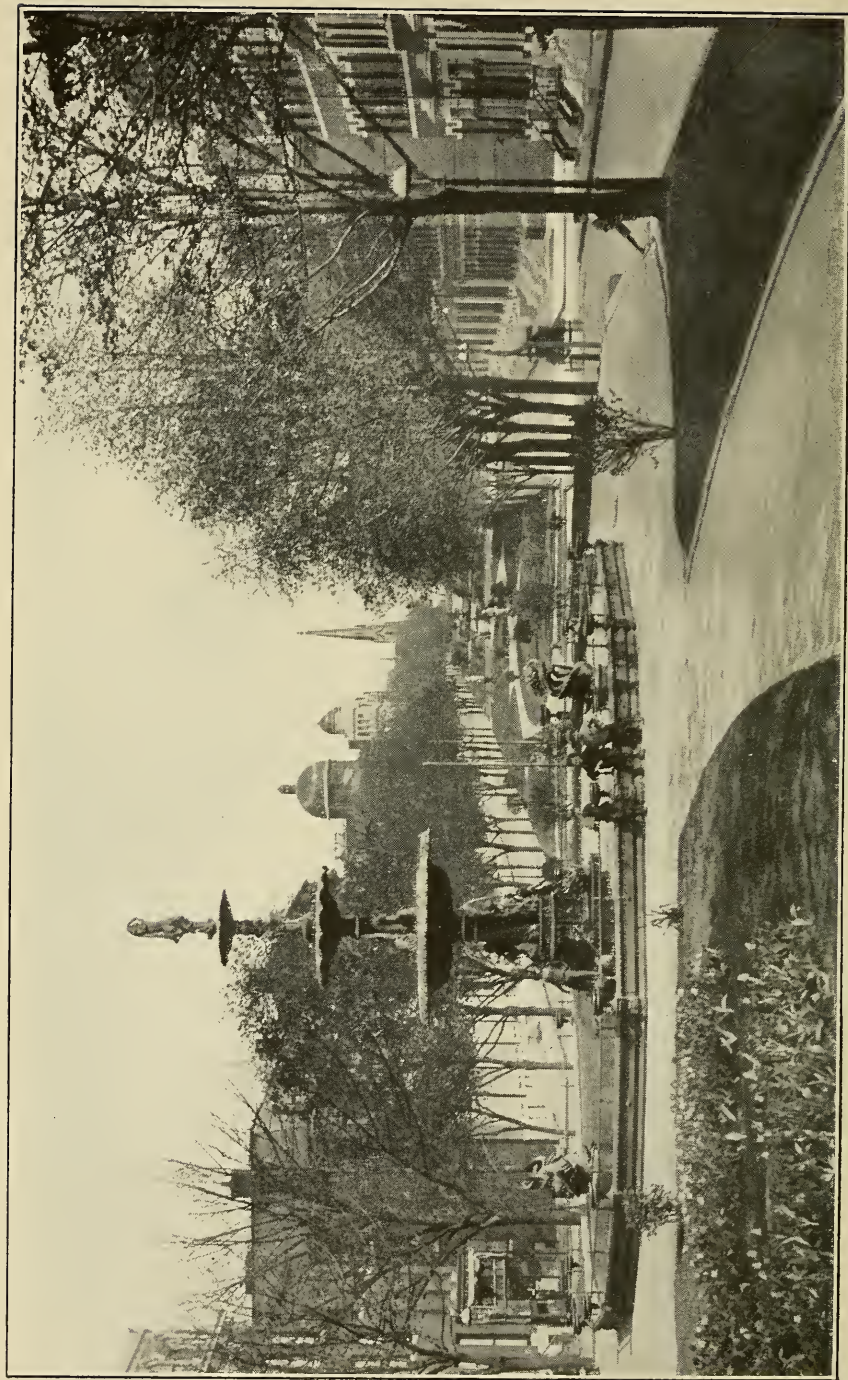
CHARLES STREET, NORTH FROM FAYETTE STREET



THE BALTIMORE BOOK



First Methodist meeting-house in Baltimore built in Strawberry alley	November, 1773
Lovely Lane Methodist Meeting-house erected in Baltimore....	Oct., 1774
Capt. William Perkins arrives at Marblehead with 3000 bushels of Indian corn, 20 barrels of rye and 21 barrels of bread sent by the people of Baltimore for the poor of Boston.....	28 Aug., 1774
Baltimore contains 564 houses and 5934 inhabitants.....	1775
St. Peter's Church (Roman Catholic), on Saratoga and Charles streets, built and occupied.....	1770-1775
Continental Congress holds its session in Congress Hall, corner Baltimore and Liberty streets.....	20 Dec., 1776, to 20 Jan., 1777
First notable riot in Baltimore. Mr. Goddard of the Maryland Journal beset in his office by excited members of the "Whig Club," who took exception to an article in his paper lauding King George and Parliament.....	25 March, 1777
Count Pulaski organizes his corps in Baltimore.....	March, 1778
First custom-house erected.....	1780
Paving of the streets begun.....	1781
First brick theater in Baltimore erected on East Baltimore street, nearly opposite the Second Presbyterian Church; opened with the play, "King Richard III".....	15 Jan., 1782
Regular line of stage coaches established to Fredericktown and Annapolis	1783
Policemen first employed.....	1784
Three new market-houses erected.....	1784
Streets first lighted with oil lamps.....	1784
Methodist Church built on northwest corner Light street and Wine alley; begun August, 1785; dedicated by Bishop Asbury	21 May, 1786
First destructive flood recorded.....	5 Oct., 1786
St. Mary's College (Seminary of St. Sulpice) established.....	1791
Presbyterian Church erected on northwest corner Fayette and North streets (afterwards razed to give place to the U. S. Courthouse, 1860. Latter torn down in 1908 to make way for Postoffice extension)	1791
Bank of Maryland organized.....	1791
Yellow fever epidemic.....	Aug. to Oct., 1794
Bank of Baltimore incorporated.....	24 Dec., 1795
First directory of Baltimore Town and Fell's Point published.....	1796
Act passed to lay out and establish a turnpike from the city of Washington to Baltimore town.....	31 Dec., 1796
Baltimore Town incorporated as a city; population 20,000, 31 Dec., 1796; began as an incorporated institution.....	1797
First Mayor, James Calhoun, elected.....	16 Jan., 1797
Marine Observatory was first established on Federal Hill.....	1797
Library Company of Baltimore, afterwards merged with the Maryland Historical Society, incorporated. (Library contained 4000 volumes in 1800).....	20 Jan., 1797



EUTAW PLACE, SOUTH FROM WILSON STREET



THE BALTIMORE BOOK



Maryland Society for promoting the abolition of slavery, and the relief of free negroes and others unlawfully held in bondage, formed in Baltimore; the fourth in the U. S. 8 Sept., 1798
Baltimore American and Daily Advertiser first issued. (Successor of Maryland Journal and Baltimore Advertiser, established 1773). 14 May, 1799

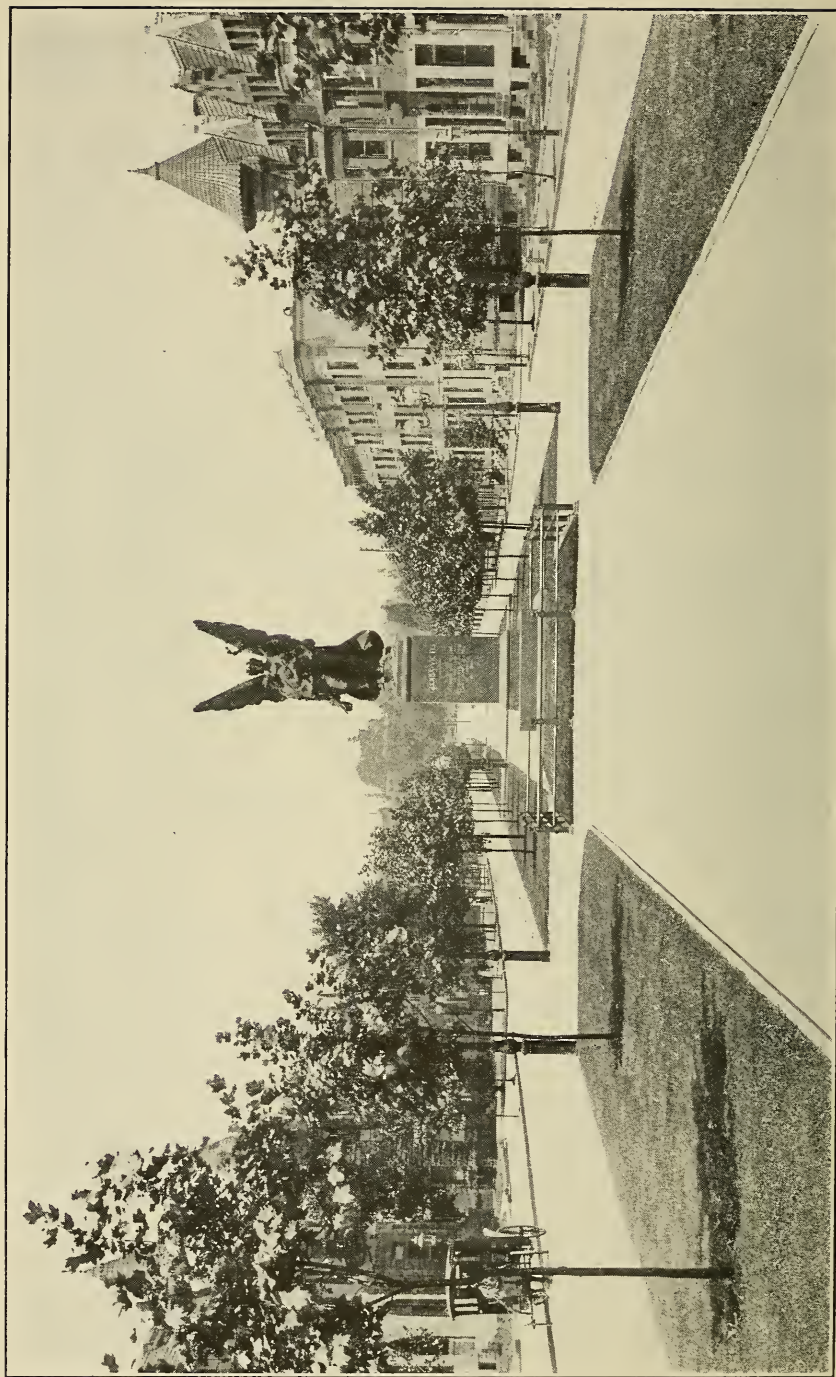
On the 15th of December news of the death of General Washington reached Baltimore, and on the first day of January, 1800, commemorative funeral rites were held. The militia, including the regulars at Fort McHenry, and citizens, many from the country surrounding Baltimore, formed a procession at the "Head of Baltimore street," where an appropriate address was delivered by Rev. Dr. Allison. From thence the procession went to Christ Church. A bier was carried into the edifice, and the funeral services were conducted by Rev. Dr. Bend. There was a concourse present.

As a result of this demonstration, sundry bills against the Mayor and City Council of Baltimore were rendered, generally upon fragments of paper. These have been mounted, and are on exhibit at the City Library.

President Adams passes through Baltimore June 15, 1800, from Washington. The Mayor and City Council presented him an address of welcome. 15 June, 1800
(Original document—President's reply—at City Library.)
Petition of Protest against erection of a City Hall. 1801
(Original document at City Library.)
Jerome Bonaparte and Miss Elizabeth Patterson married in Baltimore. 24 Dec., 1803
Union Bank of Maryland organized and chartered. 1804
Mechanics' Bank incorporated. 1806
Corner-stone of Roman Catholic Cathedral laid. 7 July, 1806
Baltimore Water Company formed with capital of \$250,000, 30 April, 1804, and water first supplied through cast-iron pipes (water taken from Jones Falls). May, 1807
Courthouse building on North Calvert street, corner Lexington, begun 1805; occupied. 1809

NOTE:—The above building was torn down to make place for the present marble structure.

Mob destroys the office of the Federal Republican. 27 July, 1812
"New Theater," afterwards called "Holliday Street Theater," opened. 10 May, 1813
First steamboat built in Baltimore, the Chesapeake, constructed by William McDonald & Co. 1813
British forces under General Ross advance against the city. . 12 Sept., 1814
Engagement at North Point; General Ross killed. 12 Sept., 1814
Fort McHenry bombarded by British fleet. 12-13 Sept., 1814
The "Star-Spangled Banner" printed in the Baltimore American and Daily Advertiser. 21 Sept., 1814



CONFEDERATE SOLDIERS AND SAILORS MONUMENT, Mt. Royal Avenue near Mosher Street



THE BALTIMORE BOOK



Corner-stone of the Washington Monument laid (height of monument, 180 feet) 4 July, 1815, and completed.....	25 Nov., 1824
Corner-stone of Battle Monument laid (erected in honor of Baltimoreans killed defending the city in 1814) 12 September, 1815, and finished.....	12 Sept., 1822
Population of Baltimore increased 16,000 by annexation of the precincts	1816
Maryland Hospital incorporated.....	29 Jan., 1816
St. Andrew's Society incorporated.....	1 Feb., 1816
Medical Society of Maryland incorporated.....	1 Feb., 1816
St. Paul's P. E. Church erected on corner Saratoga and Charles streets; corner-stone laid 4 May, 1814; completed at cost of \$126,140	1817
Disastrous freshet in Jones Falls; part of the city called the "Meadows" overflowed to depth of 10 to 15 feet.....	8 Aug., 1817
President Monroe visits Baltimore.....	1819
(For correspondence relative thereto, see exhibit at City Library.)	
First Odd Fellows' Lodge in America, Washington Lodge No. 1, organized at Fell's Point, 13 April, 1819, through the efforts of Thomas Wildey. It received a charter from the Duke of York's Lodge at Preston, Lancashire, Eng.....	1 Feb., 1820
First building lighted with gas, Peale's Museum on Holliday street, afterwards old City Hall, 1816. First public building lighted with gas, the "Belvidere Theater," northwest corner North and Saratoga streets.....	1820
Exchange Building (Custom-house, torn down 1902), Water, Gay, Lombard streets, opened for business.....	June, 1820
Roman Catholic Cathedral (begun 1806) consecrated by Archbishop Mareschal.....	31 May, 1821
Disastrous fire; 3 lumber yards and 25 to 30 buildings, mostly warehouses, burned.....	23 June, 1822
Statue placed on Battle Monument.....	12 Sept., 1822
Corner-stone of Baltimore Athenaeum at southwest corner St. Paul and Lexington streets, laid.....	10 Aug., 1824
General Lafayette visits Baltimore.....	7-11 Oct., 1824
Mrs. Ellen Moale (first white child born within the town of Baltimore) dies.....	March, 1825
Erection of Barnum's City Hotel begun.....	1825
Maryland Academy of Science and Literature incorporated. (Continued until 1844).....	16 Feb., 1826
First exhibition of Maryland Institute.....	7 Nov., 1826
Subscription books for stock of Baltimore & Ohio Railroad opened; \$4,178,000 taken by 22,000 subscribers.....	20-27 March, 1827
First banking-house opened by Evan Poultney in Baltimore street.....	June, 1828
Foundation stone of the Baltimore & Ohio Railroad laid by the Masonic Grand Lodge of Maryland, assisted by Charles Carroll of Carrollton.....	4 July, 1828
Shot-tower (Phoenix Company), 234 feet high, circular, and of brick, built without scaffolding; completed.....	25 Nov., 1828



MT. VERNON PLACE

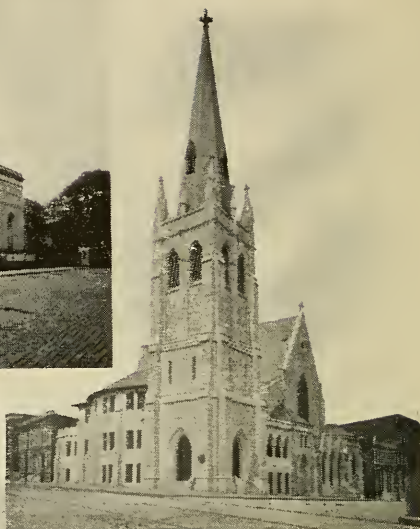
Where one meets beauty and impressive dignity on the threshold of teeming City life



THE BALTIMORE BOOK



- Corner-stone of the Baltimore & Susquehanna Railroad (later Northern Central R. R.) laid, and centennial of Baltimore celebrated.....8 Aug., 1829
- First public school opened.....24 Sept., 1829
- Old Baltimore Museum, northwest corner Baltimore and Calvert streets, opened.....1 Jan., 1830
- Building sold to B. & O. R. R. March, 1874.
- First steam car was run on the Baltimore & Ohio R. R. on...28 Aug., 1830
- Epidemic of cholera.....July-Sept., 1832
- Charles Carroll of Carrollton, the last survivor of the signers of the Declaration of Independence, aged 95, dies at Baltimore.....14 Nov., 1832
- Bank of Maryland fails.....24 March, 1834
- Baltimore & Washington Railroad was opened.....25 Aug., 1834
- Riot, growing out of failure of Bank of Maryland.....Aug., 1835
- First issue of the Baltimore Sun.....17 May, 1837
- Sudden freshet in Jones Falls; 19 lives lost; Harrison and Frederick streets 10 feet under water.....14 July, 1837
- City of Kingston, first steam vessel from Baltimore to Europe direct, leaves port.....20 May, 1838
- Baltimore Academy of Visitation opened 1837; chartered.....1838
- Baltimore College of Dental Surgery, the first of dental colleges, and for many years the only dental college in the world, was chartered1839
- Greenmount Cemetery dedicated.....13 July, 1839
- Mercantile Library Association organized.....14 Nov., 1839
- St. Vincent de Paul's Church, corner-stone laid by Archbishop Eccleston, 21 May, 1840; dedicated.....7 Nov., 1841
- Explosion of steamer Medora, just about to start on her trial excursion; 27 killed, 40 wounded.....15 April, 1842
- Adams Express Co. was established in Baltimore.....1843
- Historical Society of Maryland organized; Gen. John Spear Smith, first president.....27 Jan., 1844
- Omnibus line established.....May, 1844
- Magnetic telegraph from Washington city to Mt. Clare Depot, Poppleton and Pratt streets, B. & O. R. R., wires covered with rope-yarn and tar, completed; first communication, "What hath God wrought!" received.....27 May, 1844
- Corner-stone of St. Alphonsus' Church laid, 1 May, 1842; church dedicated.....14 March, 1845
- Maryland Institute for the promotion of the mechanics' arts organized.....12 Jan., 1848
- Fire destroys 60 dwellings, breaking out in a cotton factory in Lexington street, near Fremont.....28 May, 1848
- Howard Athenaeum and Gallery of Art, northeast corner Baltimore and Charles streets, opened as a theater.....12 June, 1848
- Baltimore Athenaeum opened and edifice inaugurated.....23 Oct., 1848
- Baltimore Female College opened 1848; chartered.....1849



BALTIMORE HAS OVER 450 CHURCHES OF ALL DENOMINATIONS
Cathedral, R. C. First Baptist Christian Temple St. Paul's, P. E.

THE BALTIMORE BOOK

- Edgar Allan Poe dies in Baltimore, aged 40 years.....7 Oct., 1849
- Jennie Lind arrives in Baltimore. (J. H. Whitehurst, "daguerreo-
typist," bids \$100 for first choice of seats at her first concert)..
.....8 Dec., 1850
- Corner-stone of Maryland Institute, Baltimore street and Marsh
Market Space, laid March 13, 1851; the building was opened..
.....20 Oct., 1851
- Building destroyed in fire of 1904; new one (Center
Market) erected, near same site, 1907.
- Reception to Louis Kossuth.....27 Dec., 1851
- Loyola College, Calvert street, near Madison, opened.....15 Sept., 1852
- Remains of Junius Brutus Booth, tragedian, arrived in Baltimore, his
home, from Louisville, Ky., where he died 2 Dec.....9 Dec., 1852
- Loudon Park Cemetery dedicated.....14 July, 1853
- Maryland School for the Blind opened.....1853
- Baltimore Orphan Asylum, Stricker street, near Saratoga, opened..
.....10 Nov., 1853
- Excursion train returning to Baltimore from Rider's Grove collides
with accommodation train from Baltimore, near the Relay House;
over 30 killed and about 100 injured.....4 July, 1854
- Water-works purchased by the city.....1854
- Trial of a steam fire-engine, the "Miles Greenwood," built at Cincin-
nati for the corporation of Boston; the first seen in Baltimore..
.....2 Feb., 1855
- Erection of the new First Presbyterian Church, corner Madison street
and Park avenue, begun.....July, 1855
- Melee among the firemen; 2 killed; many injured.....18 Aug., 1855
- St. Paul's P. E. Church burned, 29 April, 1854; rebuilt and dedicated
.....10 Jan., 1856
- Battle between Rip Rap Club and the New Market Fire Company;
many wounded; city election dispute.....8 Oct., 1856
- Election riot; Democrats and Know-nothings.....4 Nov., 1856
- Disastrous fire, 37-41 South Charles street; 14 persons killed by a
falling wall.....14 April, 1857
- Strike on the Baltimore & Ohio Railroad, and encounter between the
militia and rioters.....29 April-2 May, 1857
- Banks suspend specie payment.....28 Sept., 1857
- Maryland Club incorporated.....24 Feb., 1858
- Clearing-house established.....8 March, 1858
- Steam fire-engine, the "Alpha," the first owned by the Baltimore
Fire Department, arrives in the city.....18 May, 1858
- Flood almost as destructive as that of 1837 occurs.....12 June, 1858
- Ordinance passed for a partial paid city fire department.....Sept., 1858
- Reform Association organized at a mass-meeting in Monument
Square.....8 Sept., 1858
- Peabody Institute, endowed by George Peabody with \$1,300,000,
1857; incorporated 9 March, 1858; corner-stone laid..16 April, 1859
- Police and fire-alarm telegraph adopted June, 1858; first put in opera-
tion.....27 June, 1859



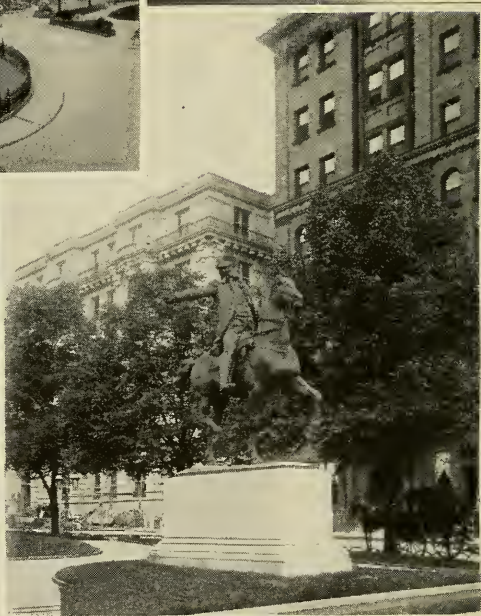
TYPES OF BALTIMORE, CHURCHES (Continued)
 Mt. Vernon, M. E. Oheb Shalom Synagogue St. Mark's Lutheran First Presbyterian



THE BALTIMORE BOOK



- First car placed on the City Passenger Railway on Broadway, and line opened.....27 Oct., 1859
- Baltimore police force placed under State control.....2 Feb., 1860
- Reception to Japanese Ambassadors, guests of the United States Government.....8 June, 1860
- Druid Hill Park, purchased by the city in September, 1860, opened.....19 Oct., 1860
- Attack upon the Sixth Massachusetts and Seventh Pennsylvania Regiments while attempting to pass through the city to Washington; 12 citizens and 3 soldiers killed; 23 soldiers and several citizens wounded.....19 April, 1861
- NOTE:—Seventh Pennsylvania Regiment sent back from President Street Depot in direction of Philadelphia.
- Scharf says: Citizens killed, 12; soldiers, 4; citizens wounded, 4; soldiers, many.
- Colonel Jones of Sixth Massachusetts: Soldiers killed, 3.
- Mayor G. W. Brown: Soldiers killed, 4; citizens killed, 12; soldiers wounded, 36.—W. F. C.
- Gen. B. F. Butler takes military possession.....13 May, 1861
- Thomas Wildey, the "Father of Odd-Fellowship in the U. S.," dies in Baltimore, aged 80 years.....19 Oct., 1861
- Corner-stone of St. Martin's Roman Catholic Church, southeast corner Fulton avenue and Fayette street, laid.....9 July, 1865
- The Wildey Monument, erected by the Odd-Fellows, corner-stone laid 26 April, 1865, is dedicated.....20 Sept., 1865
- Southern Relief Fair, in aid of the suffering poor of Southern States, held at the hall of the Maryland Institute; receipts, \$164,569.97.....2-13 April, 1866
- Maryland State Normal School opened.....1866
- Dedication of the Peabody Institute.....25 Oct., 1866
- Corner-stone of Masonic Temple, North Charles street, laid 20 Nov., 1866
- Corner-stone of new City Hall laid.....18 Oct., 1867
- Excessive heat; thermometer 97 to 101 in the shade; 30 cases of sun-stroke; 21 fatal.....16 July, 1868
- Most disastrous flood on record. A street car floats down Harrison street; the water reaches to the second story of buildings, and most of the bridges over Jones Falls, including the heavy iron bridge at Fayette street, are swept away.....24 July, 1868
- Maryland Institution for the Blind, on North avenue, near Guilford (removed to Parkton, 1910), dedicated.....20 Nov., 1868
- Corner-stone of Mount Vernon Place Methodist Episcopal Church laid.....26 Sept., 1869
- Ford's Grand Opera House inaugurated. Shakespeare's "As You Like It," the opening play.....3 Oct., 1871
- Third National Bank robbed between banking hours, Saturday and Monday; loss over \$220,000.....17-19 Aug., 1872
- Initial number of the Evening News.....4 Nov., 1872
- Thermometer 10 below zero night of.....29 Jan., 1873
- Church of the Ascension, Protestant Episcopal, destroyed by fire.....12 May, 1873



A FEW MONUMENTS OF BALTIMORE

Washington

Howard

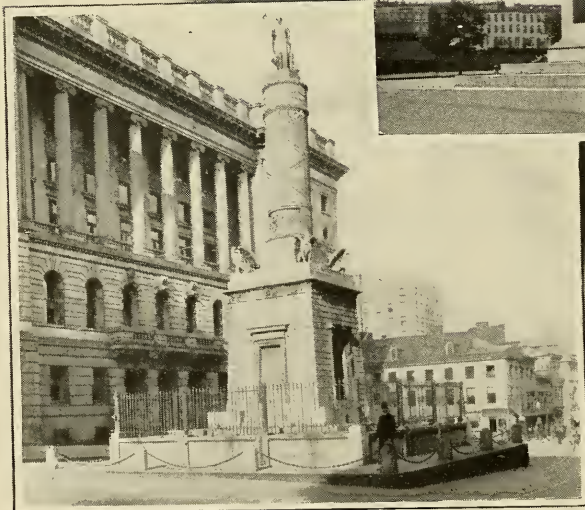
Watson



THE BALTIMORE BOOK



- Baltimore and Potomac tunnel, about $1\frac{1}{2}$ miles in length, begun June, 1871, and first passenger train passed through to Calvert Station.....29 June, 1873
- Union Railroad tunnel (Greenmount avenue to Bond street) begun May, 1871; completed June, 1873, and first train through.....24 July, 1873
- Most extensive fire to date (1873) in the city breaks out in a planing-mill on Park and Clay streets; 113 buildings destroyed, including 2 churches, 3 schoolhouses; loss \$750,000.....25 July, 1873
- John Hopkins dies, aged 79.....24 Dec., 1873
- Morning Herald established.....1875
- City Hall completed.....1875
- Monument to Edgar Allan Poe (Westminster Presbyterian Churchyard) unveiled.....17 Nov., 1875
- Johns Hopkins University incorporated 24 August, 1867; endowed by its founder with \$3,000,000; is opened.....1876
- Following a strike on the Baltimore & Ohio Railroad, on the 16th rioting occurred, and on the 18th troops were sent to Martinsburg—the President having issued a warning proclamation to the rioters. This was succeeded by strikes and riots on most of the leading railroads in the United States, accompanied by immense destruction of railroad property and freight. The riots were quelled by troops with considerable loss of life. On the 20th a riot occurred at the Sixth Regiment Armory, in Baltimore, in which eleven persons were killed and several wounded. The occasion was the movement of the regiment to assist in quelling the railroad rioters. The trouble continued until the end of the month before they were quieted, and on the 30th railroad travel was partially resumed.....July, 1878
- 150th anniversary of the foundation of the city celebrated 10-15 Oct., 1880
- Over 65 excursionists, principally from Baltimore, drowned by the giving way of the pier at Tivoli.....23 July, 1883
- Enoch Pratt Free Library, founded by Enoch Pratt, with \$1,250,000 in 1882, formally opened to the public.....5 Jan., 1886
- Great fire in Hopkins Place; loss \$2,000,000; 7 firemen killed and 6 injured.....2 Sept., 1888
- Asylum for Feeble-minded Children opened.....Jan., 1889
- The Johns Hopkins Hospital, endowed with \$3,500,000, opened....7 May, 1889
- Six days' celebration of 75th anniversary of the defense of the city, begun.....9 Sept., 1889
- 22 persons rescued from the wrecked steamship "Astoria" landed at Baltimore by the steamship "Decatur H. Miller"....31 Aug., 1893
- Panic during Yiddish performance at Front Street Theater; 23 persons killed; others injured.....27 Dec., 1895
- Governor Lowndes approved the act of the General Assembly, granting a new charter to the City of Baltimore....24 March, 1898
- Great fire, which traversed 140 acres and destroyed 86 blocks in the heart of the city. Loss variously estimated, possibly about \$125,000,000.....7-8 Feb., 1904
- "Greater Baltimore Jubilee" to celebrate the rehabilitation of the city



MONUMENTS OF BALTIMORE (Continued)

Key	Revolutionary War	Battle Monument
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THE BALTIMORE BOOK



- begun.....10 Sept., 1906
Y. M. C. A. building fund of \$500,000 completed.....13 Nov., 1906
New Custom-house opened.....2 Dec., 1907
Maryland Home Coming. The event was celebrated in Baltimore
by parades and various official functions and festive demonstra-
tions.....13-19 Oct., 1907
New building of Maryland Institute, School of Art and Design, on
Baltimore street and Market Space, dedicated.....26 Nov., 1907
William Pinkney Whyte, who had been State Comptroller, Mayor of
Baltimore, Governor of Maryland, U. S. Senator and leading
member of the Bar, died, aged 83.....17 March, 1908
The Methodist Episcopal General Conference met in Baltimore....
.....6 May, 1903
New building Maryland Institute, Mt. Royal avenue and Lanvale
street, dedicated.....23 Nov., 1908
New building of Walters Art Gallery (containing the finest private
collection of paintings in America) opened.....3 Feb., 1909
Electric current, generated at McCall Ferry, Susquehanna River,
introduced in Baltimore.....14 Oct., 1910
F. C. Latrobe (seven times Mayor of Baltimore City) died..18 Jan., 1911
Ashburton Reservoir placed in service.....18 Jan., 1911
John M. Hood Memorial unveiled.....11 May, 1911
Key Monument unveiled.....15 May, 1911
Celebration of 50th anniversary of the ordination of Cardinal Gibbons
and the 25th anniversary of his elevation to the rank of Cardinal
.....6 June, 1911
S. S. "Friedrich Wilhelm," largest steamship to visit port, Baltimore
to Bremen, sails.....28 June, 1911

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MONUMENTS OF BALTIMORE (Continued)

Poe

Wallace

Cæcilius Calvert (Lord Baltimore)



Baltimore's splendid water front offers unexcelled opportunities for all manner of aquatic sports and pastimes



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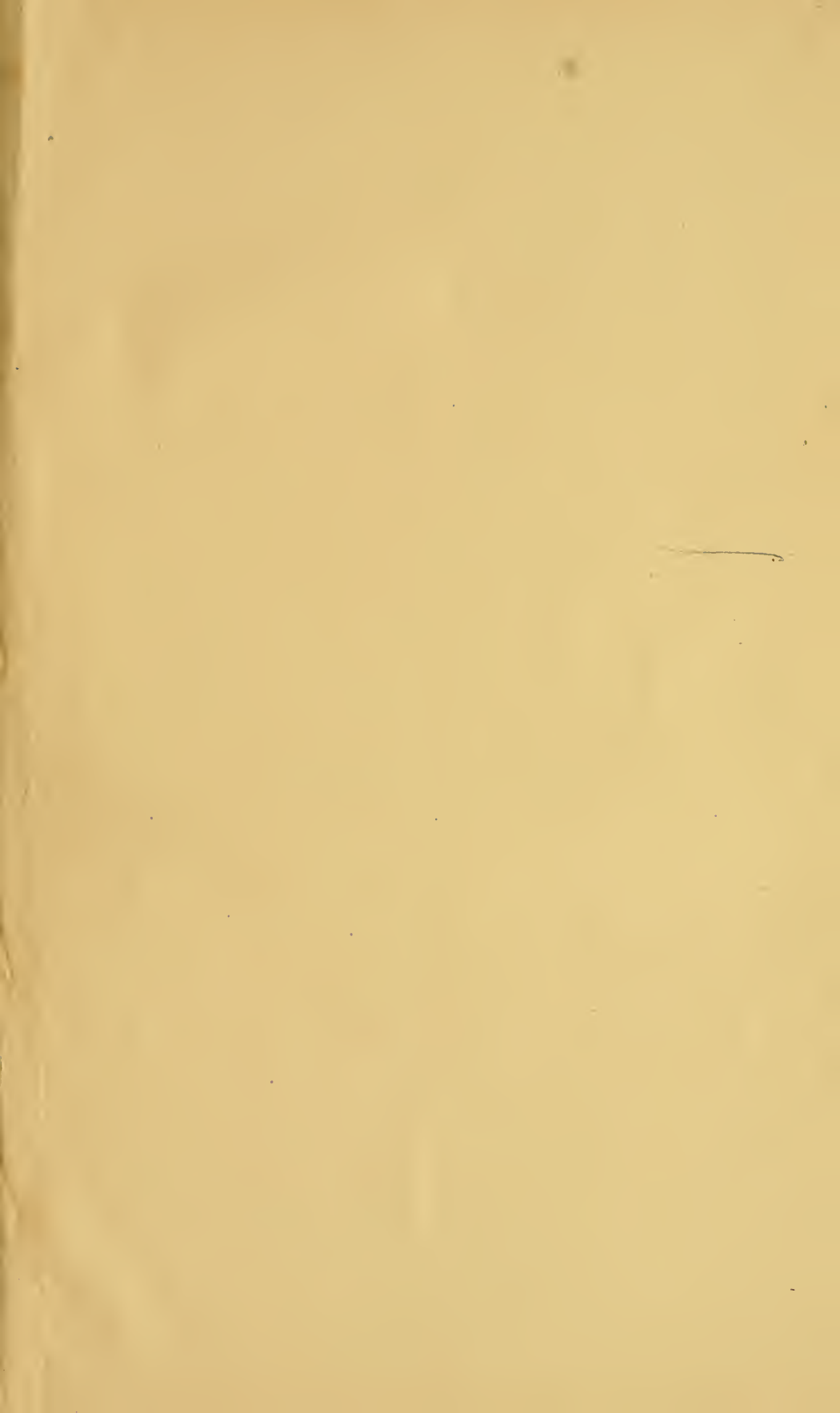
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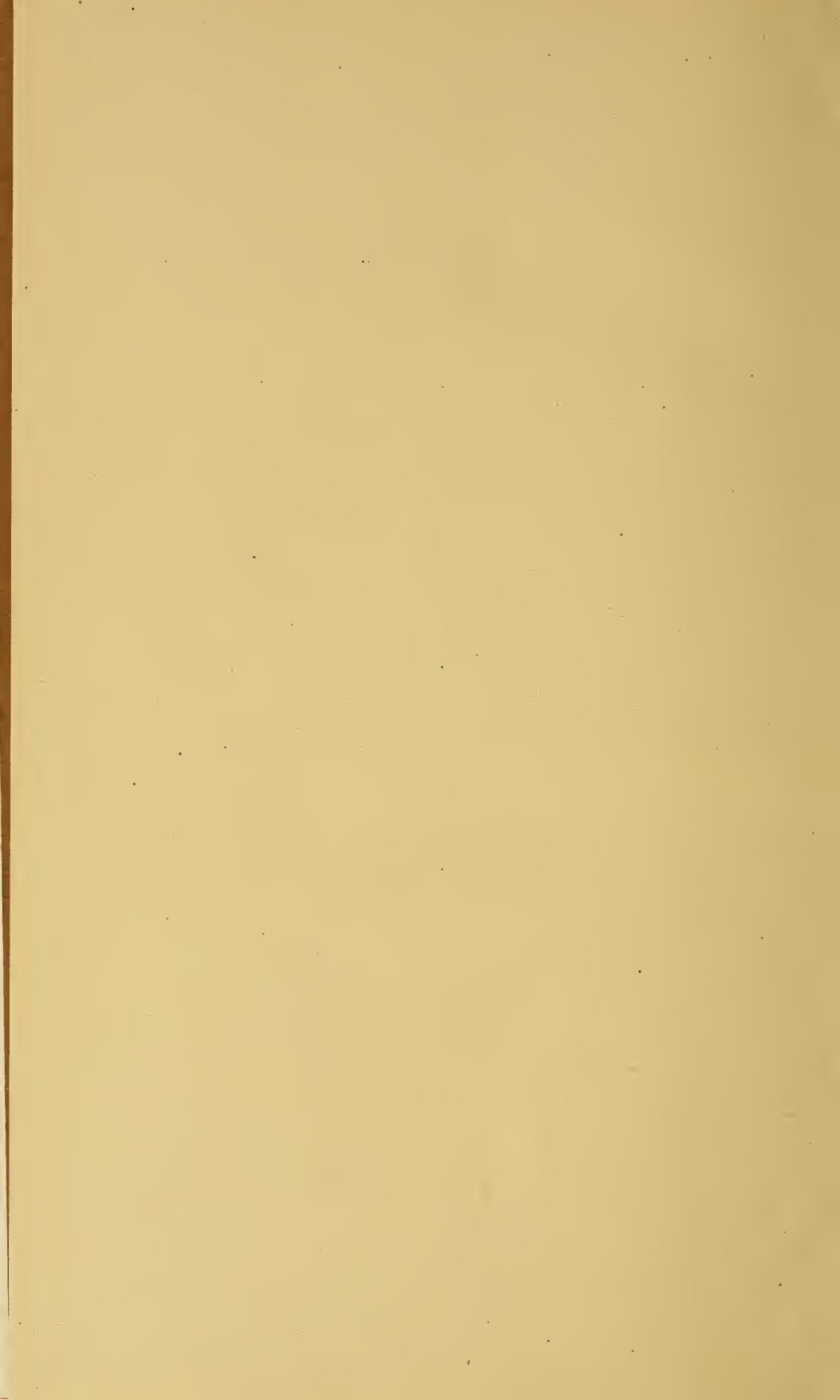
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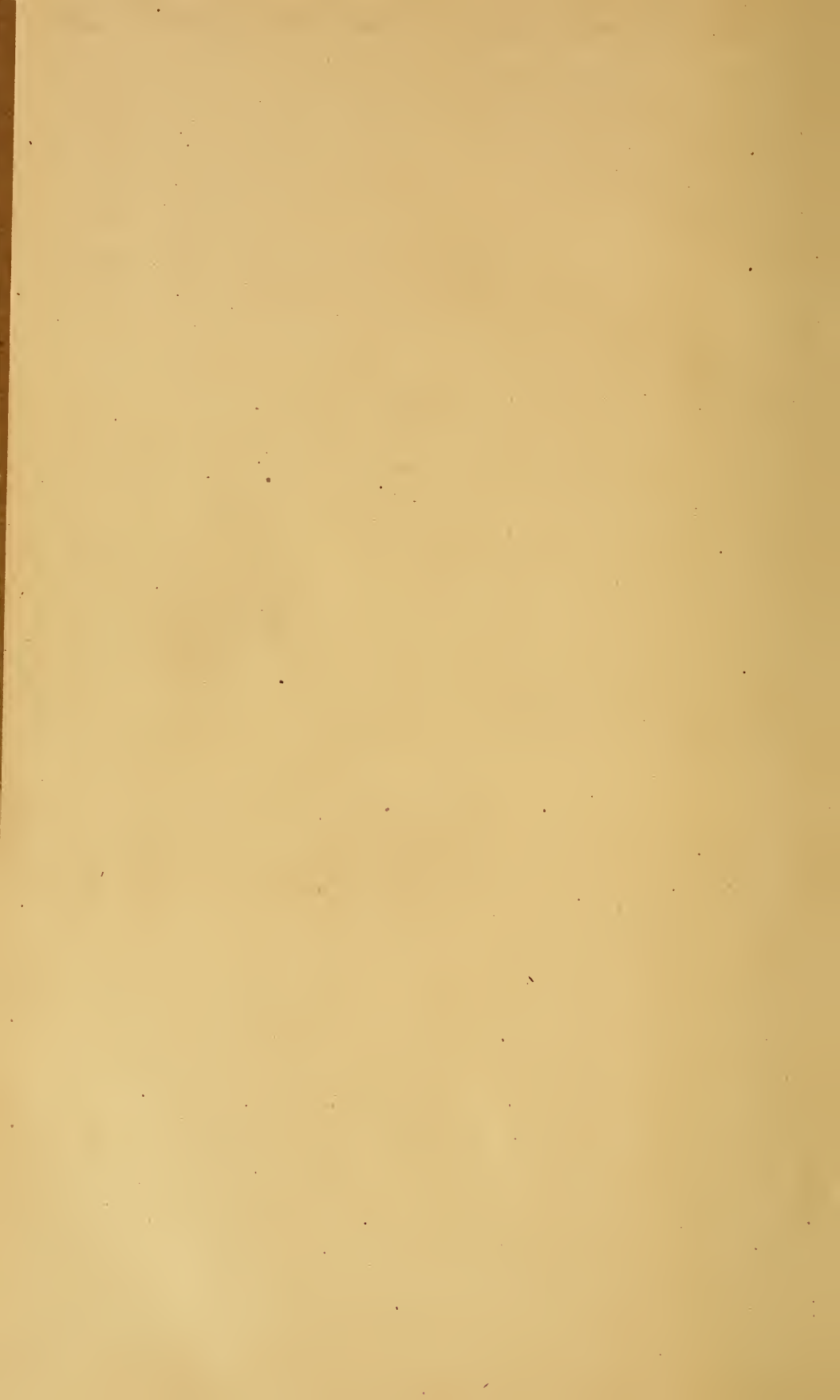


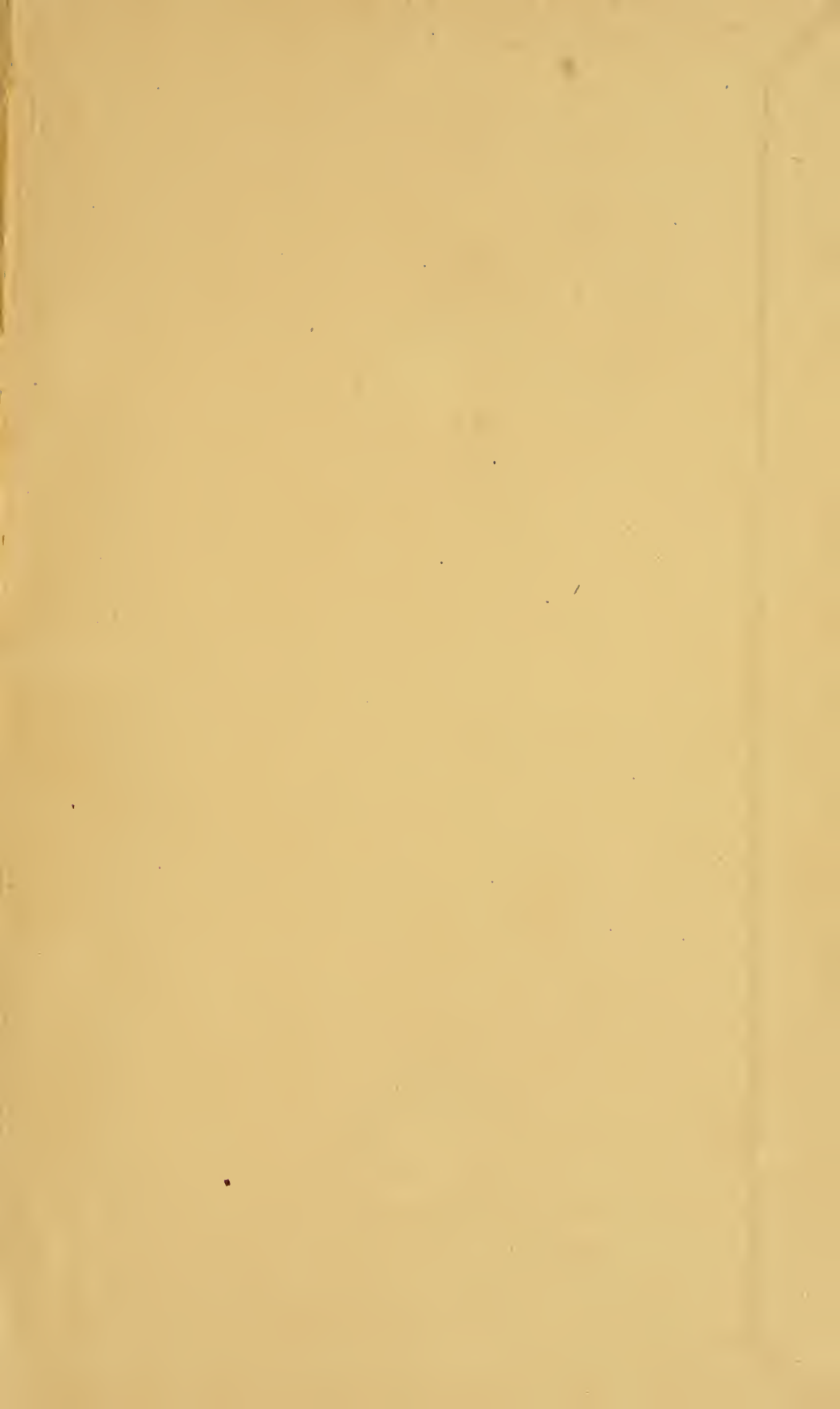
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